

WARM NEWS FROM DETROIT

**Profit-Sharing for General Motors; Gos-
sip from Motordom's Capital.**

[EXCLUSIVE DISPATCH.]

DETROIT (Mich.) May 3.—General Motors Corporation will duplicate dollar for dollar the total amount of money saved by its employees under their new savings fund plan, placing the money to the credit of the employees in an investment fund. This profit-sharing plan was approved at the annual meeting of the corporation last week.

Under the plan, employees may place in the saving fund any amount not exceeding \$100 a year. The company will then place a corresponding amount to their credit in the investment fund. This fund will be divided into yearly classes, each class maturing in five years. The amount of money paid into each respective class will be credited yearly, one-fifth of the amount at a time.

Any employee of the company who has been employed by the corporation or its subsidiaries for three months or more is eligible to participate in the plan. The corporation will also credit 6 per cent. each year to both the saving and investment fund.

Those employed by the company after due notice may withdraw all or any part of the money invested in the savings fund.

The corresponding amount invested in the investment fund will then revert to the general fund. At the expiration of the five years the money will be divided between the men who have remained in the class.

The corporation reserved the right to modify the plan in its present form at any time the directors may see fit. No modification will affect the rights of the employees with regard to the money deposited with the company up until the time the change is made.

The board of directors of the company were re-elected. The annual report and the profit-sharing plan

later, after a year with his former partners in the Metzger Motor Car Company he took that organization with him in a consolidation with the United States Motor Company interests (then in receivership) and the name of Maxwell was taken for the next organization, which started under predictions of dire failure, but became a power under the leadership of Maxwell. His success made him a figure of international interest.

W. C. Durant is understood to have acquired a working control as a personal proposition in the merger of the Maxwell-Chalmers interests and a General Motors executive will be at the head of the merged companies, according to persistent reports from New York but not confirmed at the Detroit office. It is stated details are not ready for announcement and that the plan now approved calls for a new company carrying the Maxwell name, having two classes of stock, common and preferred. Outstanding stocks of both will be offered and exchanged on a basis which is said to promise a value of 75 for Maxwell first preferred and a little over 50 for the second preference, with a about the present quotations for the common. Chalmers will come in around 15, according to reports.

United States Court of Appeals at Chicago affirmed this week the decrees recently handed down by Federal Judge Hawthorn setting aside that Fred Weinberg, Detroit automotive engineer, is the inventor of the well-known vacuum feed fuel system. The Stewart-Warner Speedometer Corporation, Chicago, who claimed a monopoly on the vacuum tank, sued for infringement, but were defeated and ordered to pay the costs. The final decree was handed down by Federal Judge Baker, English and Landis and ends one of the most bitter and costly patent battles in automotive history. Mr. Weinberg is the patentee of the non-inflammable gas tank for automobiles with the use of which the winning of the war was greatly enhanced. He turned this patent over to the government as a contribution in winning the war, and deliv-

tion. This is a "demonstrator" of a type a flying boats delivered to the United States late flying boats to be delivered to the

ECONOMY RUN PLANS MOVE.

Record Number of Entries is Now Expected.

Sixteen Dealers Practically Sure to Start.

Officials are Appointed for the Big Event.

The number of dealers who have at this early date asked for entry

and approved. Durant presided at the meeting.

Rumors that Walter E. Flanders, chairman of the board of directors of the Maxwell Motors Company, Inc., had resigned are without foundation. The reports have been spread since the board decided that Mr. Flanders recently advised the Maxwell company he would not again contract with them, July 21st, but would on that date retire from management of their affairs. Mr. Flanders would not say just what his plans are, he intimated that at the conclusion of his work with the Maxwell company he would rest for a time, and would not say in what activities, if any, he would engage when again ready for business. He expressed the sincerest admiration with regard to the status of the Maxwell Motor Car Company and for the Chairman car.

Mr. Flanders will leave behind him an excellent organization. It was in 1906 and 1907 that he placed the Maxwell Motor Company in the production. He later joined with B. F. Everett and William E. Metzger to form the E. M. F. Company, which became the Studebaker corporation

of the British mission, at Washington, to mutually assist the United States to secrecy during the war. Mr. Weinberg was unknown connected with the Maxwell Motor Company since the armistice was signed there has feared from the Government that the company would continue to be considered as propaganda to give the impression of a pro-German attitude and not the United States was the author of this most important document. The company has taken steps to see that the United States is given proper credit for this information. In 1916, however, when the fabricated reports that General Motors interests were about to take over the industry, the company and the Ford Motor Company have been supplemented now by the statement that W. C. Durant, the status of the company is being investigated by the huge Ford plant. Mr. Durant has authorized a denial of any intention of buying the Ford plant.

The Ford company is now producing more than 5000 cars and trucks a month, that April production will amount to 75,000. If present speed is slightly increased in the calendar year 1919 close to 1,000,000 cars.

run from Los Angeles to Camp Curry, Yosemite, verifies Foster Curry's prediction that the event this year would surpass in the number of entries the preceding one. To date, sixteen dealers have signified their intention of entering and in all probability the entries will pass the twenty mark.

The official A.A.A. entry blanks have been received with the rules covering the contest and these may be secured from the Camp Curry office, 512 South Spring street. The three classifications are divided as follows: Cars under and including \$1200, class 1; cars from \$1201 to \$2400, class 2; cars from \$2401 and above, class 3. The application for the official sanction from the contest board of the A.A.A. was started in New York last week.

Each car entered, must be certified by the dealer over his own signature or the signature of one duly authorized by him as being a stock in the true meaning of the word.

Three things that are essential for the successful operation and enjoyment of motor cars are—proper lubrication, freedom from tire trouble and appearance.

Fifteen years in the motor car business have given us the experience, which has made it possible for us to choose the right quality of articles best adapted to the purposes required.

Under our own brand and guaranteed by us we offer the following:

Multimotor Oils—

must carry full stock equipment and at least two adult occupants.

Cars will start at one minute intervals in the order of the receipt of their entry, commencing at 5:30 o'clock on the morning of May 10. All cars must be checked in at the first night's control at Fresno not later than 8 p. m. and will leave on the second day's run to the Yosemite at the same intervals and in the same order which they left Los Angeles and must check in at the final control not later than 9 o'clock p. m. Saturday, May 31, or be disqualified.

During the time cars are in control, as tanks may not be opened under penalty of disqualification except by duly appointed officials. To obviate any delay in starting from Los Angeles, there will be one crew to drain tanks and another to fill them and run the cars on the scale and weigh them.

Harry E. Mason has been chosen as referee and Roy R. Meads as observer. Both have served before and are thoroughly acquainted with the rules and conditions of the contest. The technical end will be in charge of G. F. Stephenson, technical representative in Southern California for the A.-A.-A. Cars must weigh in with occupants and baggage, fuel, oil and water and with other equipment. A pilot car will precede the contest.

For further information, write to the contest manager, Automobile Club of Southern California, 1000 Broadway, Los Angeles, California.

Multimotor Tubes—
An extra-heavy red tube that will increase tire mileage and prevent most of the ordinary tire troubles.

We guarantee these tubes, irrespective of the mileage, against defects for one year.

Multimotor Polish—
Manufactured by us and guaranteed free from ingredients which would injure the finest finish on motor cars or fine furniture.

Multimotor Waxit Paste—
Used in conjunction with Waxit Cleaner renews the polish on cars that have become dull and preserves the finish.

Our accessory department carries a line of special accessories, such as tonneau windshields, wind deflectors, spotlights, bumpers and other articles chosen for their quality and distinctive style rather than to sell at a price.

MOTOR TRANSPORTATION

SAN FRANCISCO
SAN MARINO
OAKLAND
PACIFIC
SAN JOSE

Boyle & Anthony, Inc.

SAN ANGELES
SAN DIEGO
SAN JOSE
FRESNO

He allowed to pass this car without first having received permission from the referee and then only in case of an emergency.

1940

Factories, Owners and Stage Lines Give Cars Hard Test.

TOUGH TEST IS GIVEN MACHINE.

Closed Car Driven Through Worst of Roads.

Factory Man Can't Stop Car, Though He Tries.

Now-Convinced Sedan Model is a Real Bear.

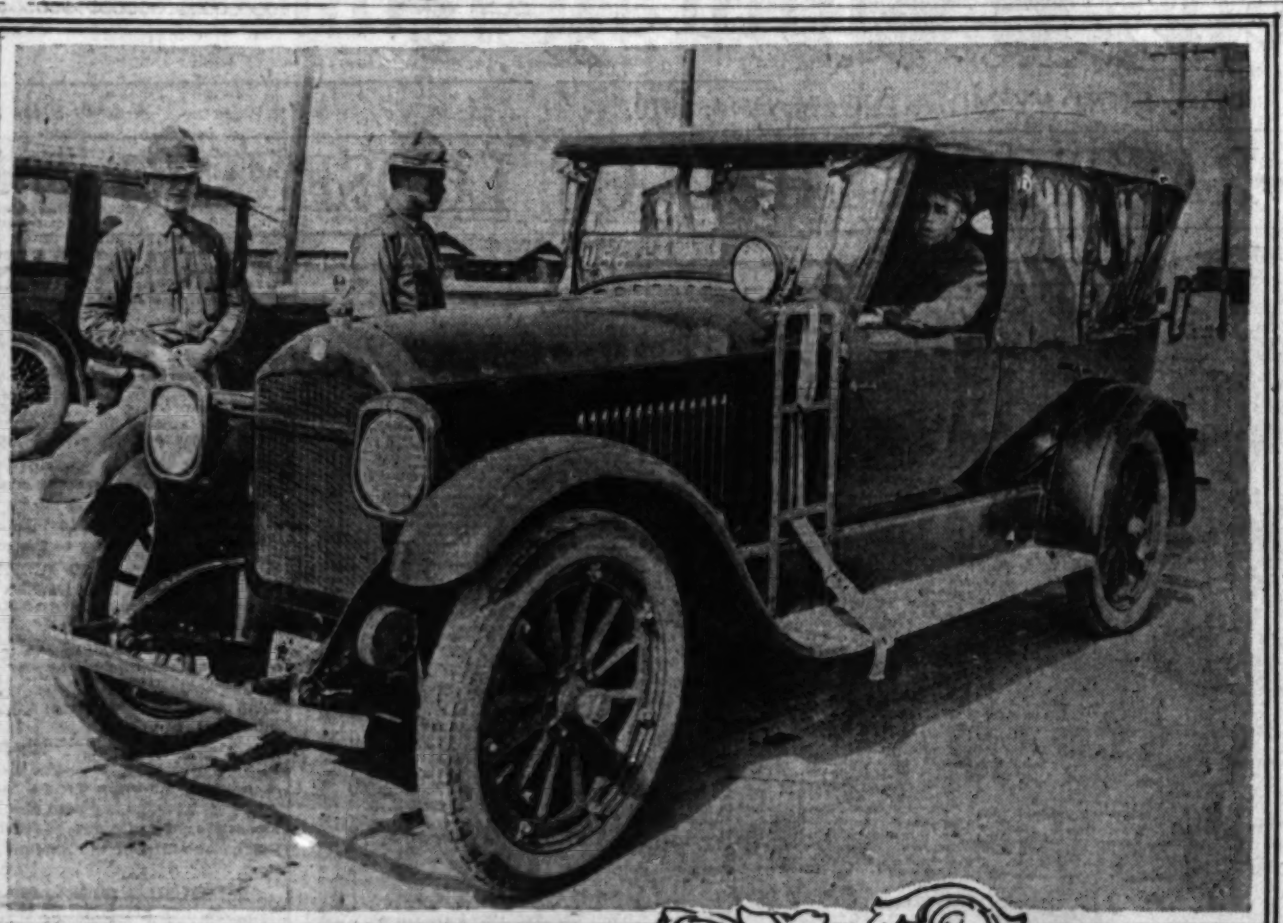
Eastern motorists are not accustomed to long-distance traveling in the same way as are those of California and it was declared quite an unusual feat when Louis M. Stettin, manager of the Franklin Automobile Company's engineering staff took a new Franklin sedan with a brand new motor and drove 970 miles over the roughest going he could find.

Ralph Hamlin of Ralph Hamlin, Inc., the Franklin distributor in Southern California, has long been telling the Franklin company it should send a car out here when it is desired to put on a real test, but Mr. Stettin is said to have done the best he could under the circumstances.

Stettin left the Franklin factory at Syracuse, N. Y., with four persons and luggage, a weight of 1000 pounds. The speed of the car was increased gradually as the motor worked into its proper swing and when the first lap of the journey ended at New York the car was holding better than fifty miles an hour against a strong wind. That satisfied the engineer that the sedan was all right for straight touring, but he determined to punish it a little more by sending it over the hardest roads he could select.

Leaving New York he headed for the New England mountains. Even over the rough country roads Stettin encountered he found it impossible to impair the superb riding quality of the sedan, so the hardest test of all was devised. From Hartford, Ct., Stettin started for the Vermont hills. The first obstacle was a stretch of hills with the road axle deep in mud. The Franklin sedan covered the entire 130 miles on low and second gear and the only mishap was on one particularly bad stretch where the mud was so deep it scraped off the flywheel guard.

Stettin was almost satisfied by this time but desired one more test so he headed up the Hockley mountain through a trail covered with three inches of sticky snow. Practically the entire long grade was made in second gear. With the certainty that there was nothing else he could do that he had not tried, the Franklin sedan was directed back toward the city. As a matter of fact, Stettin was thoroughly familiar with every bit of his engine and car, and had tried his best to stop it and failed. Mr. Hamlin says that one reason why the production of Franklin cars is given over to about 60 per cent. inclined models is due to the remarkable road ability of the type. He also says that he believes some of the may induce a "bumpy" engine.



This is the Kind of Service that Exposes Weak Points if You Have Any. This is a Studebaker big six in the stage service between Imperial Valley and San Diego, admittedly one of the toughest jobs for an automobile that can be found anywhere in the country. And she keeps on running.

TIRES AND TUBES MUCH IN DEMAND.

PERSPECTS OF BIG SEASON IN MOTORING TO DRAIN TIRE SUPPLY.

With production now three times as great as this time last year and the summer motoring season in its infancy the Norwalk tire factory in Connecticut anticipates an overwhelming demand for tires and tubes this summer, declares W. H. Cain, manager of the service station operated by Lichtenberger-Ferguson Company, factory distributors at Pico and Hope streets. News of the coming touring boom emanates not only from the manufacturing centers, but from practically every part of the country.

"As a rule manufacturers have been able to build up a large stock during the winter months in preparation for the summer season, but conditions have been such that there are comparatively no reserve stocks of the manufactured products to fall back on so that the demand for cars and tires will undoubtedly be far in excess of the possible supply and the factories will push their production to the very limit. Under these conditions we cannot hope for any reduction in prices. The price of labor will remain firm and as labor forms the basis of all costs there is little chance of a drop in prices."

HAS OPENED PUBLICITY OFFICE.

Associated with the Frederic Paet Company in this city for almost three years, H. M. Bunce, who has a wide acquaintance on automobile row, has opened an advertising and publicity office of his own, at 623 South Spring street.

STAGE SERVICE EXACTING.

Some amazing figures are being prepared to show the preponderance of motor travel in this state. The automobile mileage upon the highways greatly exceeds the total distance traveled by passengers on trains and it is predicted that before long the freight movement in local hauls will be heavier by truck than by rail.

The automobile stage, which came into recognized use first in California, is now a fixed institution in the transportation scheme. It is recognized by the State Railroad Commission and is regulated just as the railways are. One of the regulations is the instance that good equipment be used.

There was a time, not so long ago, that "junk" was converted into stage use. If a car had been worn out it was purchased and repaired and then sent over the stage. But these days were the days when stage travel was still an excitement and the pioneers were without firm conviction and large finance.

But these days have changed. The stage service, the hardest ever experienced by an automobile, is now drawing upon a combination of power, comfort and enduring qualities. There is such rapid depreciation in motor equipment in stage work that all of the profits go in this manner if wise selection is not made in the equipment. To see a car standing up in daily service on some particularly hard stage run is to have positive proof that the makers have built genuine wear into it.

When the new Studebakers came to this market they were carefully looked over by stage operators who always are in search of equipment that will do the work economically and efficiently. Because of the hard work required of them very heavy cars had been used on some of the runs. But these cost more to operate and "chewed up" tires at an alarming rate.

The new Studebaker offered possibilities. It was sturdy in appearance yet had comfort and above all a modest upkeep.

Heavy commendation of the new scheme of battery service stations located in the residence districts that has just been inaugurated by A. J. Tobey of the Western Auto Electric Company was voiced by two prominent automobile dealers last week. Paul Hoffman of Maxwell & Hoffman, Studebaker dealers, and H. J. Coger, manager of the Troy Motor Sales Company, Nash distributors, both took occasion to inspect the new Willard service stations, and were emphatic in their approval of the new system planned by Mr. Tobey.

"There is no question in my mind but that you have devised the proper method for giving battery service," Mr. Coger told Mr. Tobey. "The average automobile owner has never realized just what an important part of his car a battery was. Consequently, he has never given it the regular attention that it must have to give the best results. Your new system of branch service stations in the residence districts is going to mean that it will be much easier for the owner to get regular attention for his battery. We are going to make it a point to urge all Nash owners in the city to pick out the service station nearest to his home, and make regular calls there for the testing and filling service."

"Everybody knows how much more convenient the gasoline-filling stations are than the old methods where you had to drive in a dark garage and then back out again," said Hoffman. "The new battery service stations are going to be almost as much of an improvement, according to my way of thinking. Studebaker cars are equipped with Willard batteries. I think they will be especially appreciated by women drivers. Many women drivers desire to drive down in the congested district, and the volume of cars that came to the central service station sometimes made it awkward for an unskilled driver to get out and in from the curb. Consequently, women patrons often opt to put off having their batteries filled and tested, with consequent harm to the battery."

GOOD WAGES BOOST AUTOMOBILE SALES. MORE MONEY FOR EVERYBODY MEANS MORE MOTOR CAR BUYERS.

"One of the main causes for the increased buying of motor cars is that of high wages," says Cuyler Lee, local Kiesel distributor. "Good wages increase desires while high wages, like those of the present, spell an enormous increase in purchasing power. There again agricultural conditions, due to record crops, means an enlargement of the buying power of the farmer. This combination, to my mind, is responsible for the increase in the demand for automobiles over the regular demand by those who have been purchasers for some time."

COMMEND SCHEME HIGHLY.

LOCAL CARBURETOR USED IN AIRPLANES.

All the airplanes operated by Over Meyerhoffer at the Venice flying field are equipped with Miller carburetors, according to Harry A. Miller, head of the Miller company, which manufactures this important feature of a motor's equipment.

"Meyerhoffer has been a constant user of the Miller carburetor since he has been engaged in the flying business at Venice. He is now installing 'Hall-Scott' motors in his several planes and these come from the factory equipped with the Miller. The 'first fly cop' comes very near being an expert on motors if I know anything about it," said Miller.

The Hall-Scott company, stated Miller, who recently pulled off a business trip to the factory at Berkeley, intends entering the marine engine field on a large scale and expects to devote considerable energy to Southern California.



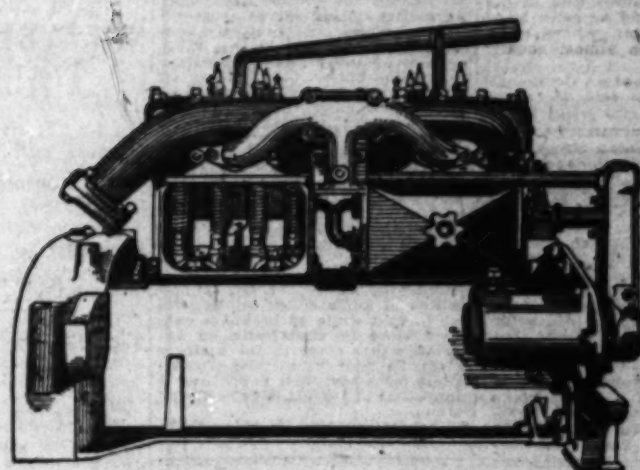
ONE month ago Don Lee advised Cadillac buyers to anticipate their wants for the next six months.

The same warning is more imperative today than it was a month ago. Cadillac production has steadily increased, but Cadillac demand, like a rolling snowball, has grown bigger every day.

If you plan to take your summer tour in a new Cadillac do not delay placing your order.

DON LEE
MAIN AT TWELFTH

The Standardized Class "B" Military Truck Motor and Its Construction



SPECIFICATIONS:

Four cylinder motor. Bore is 4½ in., stroke 6 in., giving piston displacement of 425 cubic inches. Pistons are 6½ in. long, with three ¼-in. rings of conventional type.

Removable cylinder heads held in place by 13 half-inch studs.

Crankshaft is of the 3 bearing type. Only two sizes of bearings are used, upper and lower halves interchangeable, thus decreasing the number of parts.

Flywheel is enclosed in a number three S. A. E. bell housing.

Camshaft is drop forged, cams being 1½-in. in diameter with 11-32-in. lift.

Forced-feed oiling system, embodying gear circulating pump with oil carried to piston pins under full pressure.

Ignition system, high tension magneto, with impulse starter.

Fan is 22 inches in diameter provided with vertical adjustment for taking up slack in belt, which is 2 inches wide.

Moreland four-ton and five-ton distillate burning trucks are equipped with this super power plant.

This motor was necessary for Uncle Sam and it should serve your commercial purposes better than any other.

MORELAND MOTOR TRUCK COMPANY

General Offices, Factory and Sales Dept.

1701 North Main Street, Los Angeles, Cal.

BEST FOR THE WEST



Neighborhood Willard Service on Batteries

A good proportion of the automobiles sold in this territory come equipped with Willard Batteries, and it is quite important from the owners' standpoint that these batteries be registered and cared for at Willard headquarters.

We want to see Willard Batteries give the fullest measure of Service, but to do this you must let us watch your battery and take care of it for you—it means dollars in your pocket if you do.

That it may be more convenient for you, we have established complete service stations in various parts of the residential sections and we trust that the motoring public will make full use of them. You will get exactly the same service given by us at our main headquarters at Pico and Hope streets. This Willard Neighborhood Service is for all used and second-hand cars as well as new cars.

Read the new Willard Service and Adjustment Policy, posted at all our stations, and you will see why it is important that Willard Batteries should be cared for by us as Willard representatives.

Locate the Willard Station Nearest You and Visit it Regularly.

Main and Moneta
West Seventh and Alvarado
East Seventh and Boyle
Third and Western

North Broadway and Solano
Pico and Harvard
Washington and Hoover
Vermont and Santa Barbara



WESTERN AUTO ELECTRIC COMPANY

A. J. Tobey

PICO STREET AT HOPE

WILL BE HEADING EAST.

Local Distributor to Get Pointers and Improve His Branches.

The Cadillac distributor for California, left yesterday on an extensive trade investigation trip to the East. Lee was accompanied by J. E. Brown, Los Angeles manager, and Fred W. Pabst, advertising manager. Chicago will be the first stop, and from there they will go to Detroit for several days, and then to the Cadillac Motor Car plant at Flint, Mich.

The Cadillac plant is now up to the production of the new model, and the Coast distributor will be able to see the factory in its best advantage. The Cadillac plant is one of the most modern in the whole industry, and a standpoint of high-class production. The accuracy of the Cadillac plant has been developed by the highest point by Cadillac engineers, and it is said that the greatest improvement in the Cadillac plant is a trip through the factory, and the improvements at many of his branches and one of the purposes of the trip will be to make a close study of all the new automobile models that have been erected in the East during the past few years. A considerable new work has been undertaken during the past four months, and for the purpose of studying these new buildings, the Cadillac party will visit Kansas City, Cleveland, Indianapolis, Philadelphia, and Boston. Several days will be spent in New York, and, according to present plans, the party will make a flight over New York and vicinity in one of the new automobile flying boats. This the flying boat manufactured at Key Port, N. Y., in which is used an eight-cylinder Cadillac type motor. If time permits, Lee and his party may make the flight from New York to Atlantic City, as this company is putting out a boat capable of carrying five passengers and baggage.

IN MANY LINES OF TRADE.

The personnel of a manufacturing corporation tends to create confidence in the product. The consumer, when contemplating a purchase, always likes to know whether the factory has had experience and been a successful enterprise. The Hewitt Rubber Company of Buffalo, N. Y., has been manufacturing motor tires for many years and the complete output has been so rapidly absorbed that the Atlantic seaboard that is not possible, there was no demand to extend the field to this side of the continent.

When J. B. Wood of the J. B. Wood Tire Company made an extensive trip recently looking for a line of tires with which to extend his representation he visited nineteen of the principal tire plants in the country. He was told that in the case of the Hewitt Rubber Company, the only one that would have to go to the extent of this concern was not only a distributor, and the only one that could acquire representation in products would be by his own efforts.

He visited the offices of H. H. Hewitt, president, and after having explained to him the position of the company, was asked if he would be the distributor. He stated that Mr. Hewitt's enterprise, besides the rubber company, was the Hewitt Steel Corporation, the Metal Company, the Road-Or Wheel Company, the Cannon Brake Company, the Thomas Brass Company and the Iron Packing Company. As first president and general manager, Mr. Hewitt had chosen J. H. Kelly, one of the best known men in the tire industry, and as sales manager, P. V. Springer, whose name has been almost equally prominent.

The Hewitt Rubber Company's Buffalo is said to be the largest of its kind in the country. The

der way during the past four months, and for the purpose of studying these new buildings, the Cadillac party will visit Kansas City, Cleveland, Indianapolis, Philadelphia, and Boston. Several days will be spent in New York, and, according to present plans, the party will make a flight over New York and vicinity in one of the new automobile flying boats. This the flying boat manufactured at Key Port, N. Y., in which is used an eight-cylinder Cadillac type motor. If time permits, Lee and his party may make the flight from New York to Atlantic City, as this company is putting out a boat capable of carrying five passengers and baggage.

In a letter received by F. W. Pabst from Mr. E. D. B. Newman, secretary of this company, by Chaplin, brother of Charlie Chaplin, is now in New York, and last week flew from New York City down the coast 127 miles and back. Chaplin also flew over the United States fleet anchored in the Hudson River, and plans many other trips while in the East.

If the weather permits, the Cadillac party will drive from Detroit to the several cities they wish to visit in the East.

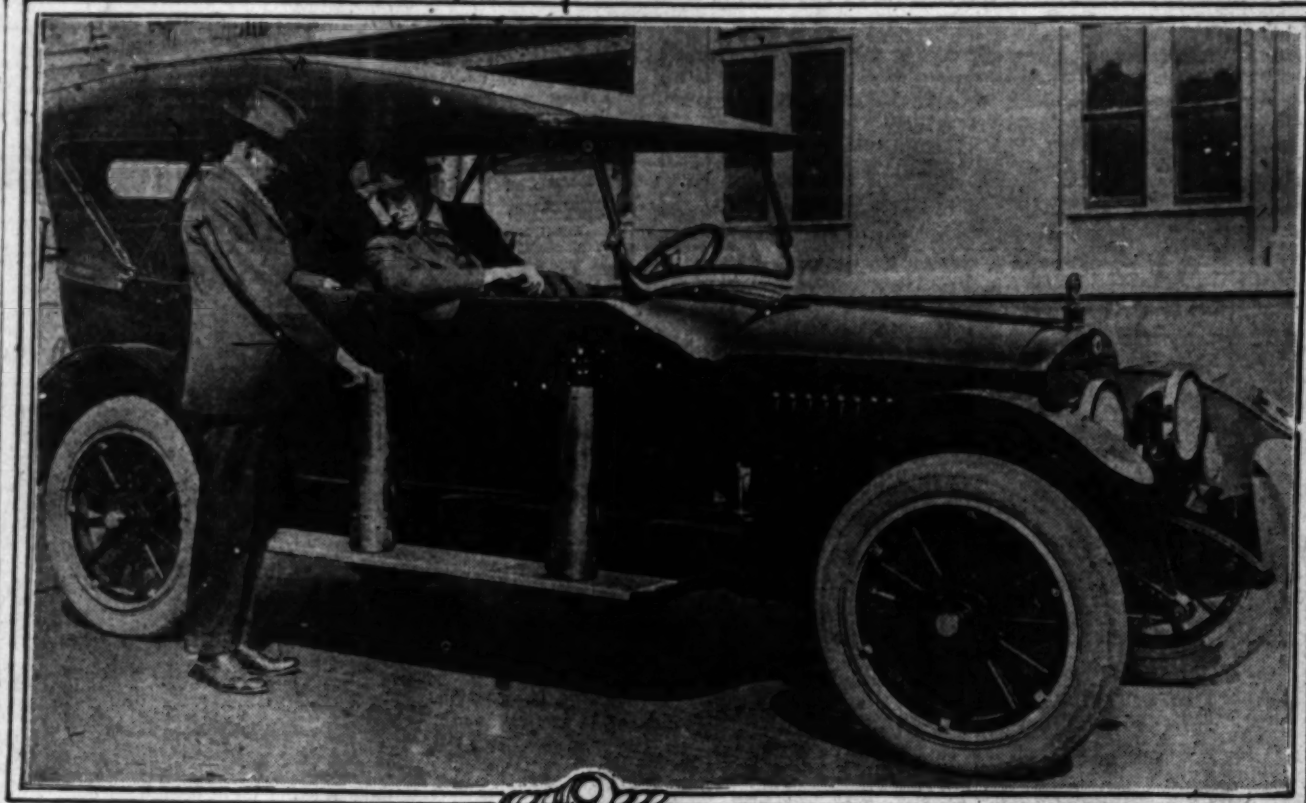
Hewitt tire, made in both fabric and cord types, is strictly a hand-made product, manufactured under the single-cure process. It is produced in all sizes, and in about thirty days Mr. Wood expects to be supplied with a line of solid tires for truck purposes. The Hewitt Rubber Company of California was organized recently and warehouse and offices established at San Francisco. From this point the Pacific Coast distributors will be supplied. Mr. Wood's territory includes Southern California and Arizona.

FORTY MILLIONS FOR ROAD BONDS.

ROAD CONDITIONS WILL BENEFIT GREATLY BY PASSAGE OF THE ISSUE.

Any movement in California that tends to the betterment of the public highways is almost certain of support by the voters of the State and that is one reason why the public is expected to support the proposed bond issue of \$40,000,000, which will be voted upon July 1, in the opinion of James L. Irving, the distributor for Cole and Elgin cars. It is proposed to employ returned soldiers as far as possible for highway construction work in case the issue is favorably acted upon by the electorate.

One feature in connection with the measure provides for the union of State and county for road improvement. It is well remembered how, when the two principal highways of the State, the coast and inland roads, were under construction, some counties were not able to assume their share of the bond issue and consequently the road was not improved within their boundaries. The poor condition of the road in



The Car Built by One of the Biggest Corporations in the World.

This is the new Standard eight, built by the Standard Steel Automotive Corporation, whose executives are the same men as those who build the Standard steel railway cars. C. P. Vaulain, local representative, is the son of the vice-president of the Baldwin Locomotive Works. By the automobile are a couple of samples of the big steel shell castings made by the factory during the war.

these counties proved an objection to general travel. Under the new plan the State can help the financially weak counties in road improvements and this will result in completion of all main highways.

MANY MORE TIRES WILL BE REQUIRED.

GREAT INCREASE IN DEMAND FOR RUBBER AFFECTS RUBBER.

Approximately 35,000,000 or more tires will be required for the 6,000,000 cars now in use in the United States and the 1,000,000 to 1,500,000 new cars to be put out this year, according to the information that has been received by Roy H. Meade, president and general manager of the Pacific Rubber Company, distributor of Horseshoe tires in this State and in Arizona.

Although the tire manufacturers of the country have entered upon an ambitious program for this year there is little to cause one to question the ability of the country with its added export trade to absorb the greatly increased production. "In the manufacturing centers no recession in prices of tires or other manufactured rubber goods is looked for as long as the present high cost of labor, compounding ingredients and cotton textiles obtain."

FIRST SHIPMENT ARRIVES IN CITY.

LARGE CONSIGNMENT OF AUTO-MOBILE TIRES REACHES LOS ANGELES.

The first shipment of tires from the Summit Tire Manufacturing Company, whose entire output has been contracted for by the Rubber City Clearing House Company, reached Los Angeles this week.

"There has been such a great demand for our factory tires, that our concern had to look around for a source of supply for more tires, and, after much careful consideration, they contracted for the entire output of Summit tires and we have just unpacked our first carload of these tires. Every one is of new stock and absolute first quality and guaranteed. Included in this shipment are all sizes of cord tires and fabric tires in plain tread and non-skids. In addition to this shipment of tires, we have also received 6000 tubes of standard make."

SERVICE GOES TO USED CAR BUYERS.

TWENTY HOURS OF IT GIVEN WITH EACH CAR SOLD BY THIS FIRM.

"Our service plan, which gives to each purchaser of a National guaranteed rebuilt car twenty hours of free service, has proven such a success in Los Angeles that we have decided to extend its advantages to include practically the entire Coast," declares General Manager Road of the National Auto Sales Corporation. "We plan to make arrangements so that our service book may be presented at any authorized representative's garage. In this way a purchaser of one of our cars may have any necessary repairing done in almost any locality in which it happens to travel. At the present time National car buyers may take their machines to our Westlake service station, where a total of twenty hours' service will be given without charge."

BUMPER MAKE BIG HIT IN THE EAST.

The field for Los Angeles manufactured goods is steadily increasing in its scope and in the way of advertising tourists who visit this city spread the fame of many of these articles when they return to their homes, stated J. B. Russell, secretary and treasurer of the United States Spring Company. This company last week received a telegraphic order from an automobile distributing company of Minneapolis, Mont., for heavy-duty bumpers, made in this city by the United States Spring Company. A tourist from the Montana city saw the bumpers when here, bought a pair and when he went home took them with him. It seems they created a mild sensation there and the order resulted.

MUNITIONS TO MOTOR CARS.

An interesting story of the completed gun carriages," said Mr. Vaulain, president of the Standard Steel Automotive Corporation, the recently established Los Angeles distributor for the Standard Eight. Both Mr. Vaulain and G. R. Keith, secretary and manager of the new agency, were actively engaged in the output of 155 millimeter gun carriages by the Standard Steel Car Company, and both held the rank of first lieutenant in this important branch of army activity.

"On day that the armistice was signed, we produced nine of the complete gun carriages, one of these big gun carriages is there were many parts where the greatest tolerance allowed was a half thousandth of an inch. We are employing over 2500 men in this gun carriage works, and were just reaching full production when hostilities ceased. "All of the facilities devoted to the gun carriage manufacture are now devoted to the making of Standard Eight motor cars. We held a contract for 125 of the gun carriages, and that was reduced to 600 by the early ending of the war. The last gun carriage was finished in March, and the entire efforts of the plant are now turned to automobile manufacture. "Of course the automotive division of the Standard Steel Car Company is only a single portion of a very large plant. The car division is capable of turning out 300 complete freight cars per day, and the entire plant represents an investment of over \$10,000,000. "The vast experience the company

had had in steel working of course is extremely valuable in the production of the Standard Eight. The company makes practically everything that enters into the car that is of steel construction, such as frame, springs, fenders, hoods, etc. "The release of greatly added space and equipment that was used for war work will permit the enlargement of the Standard Eight production, and the manufacture of a larger proportion of the units that enter into the car."

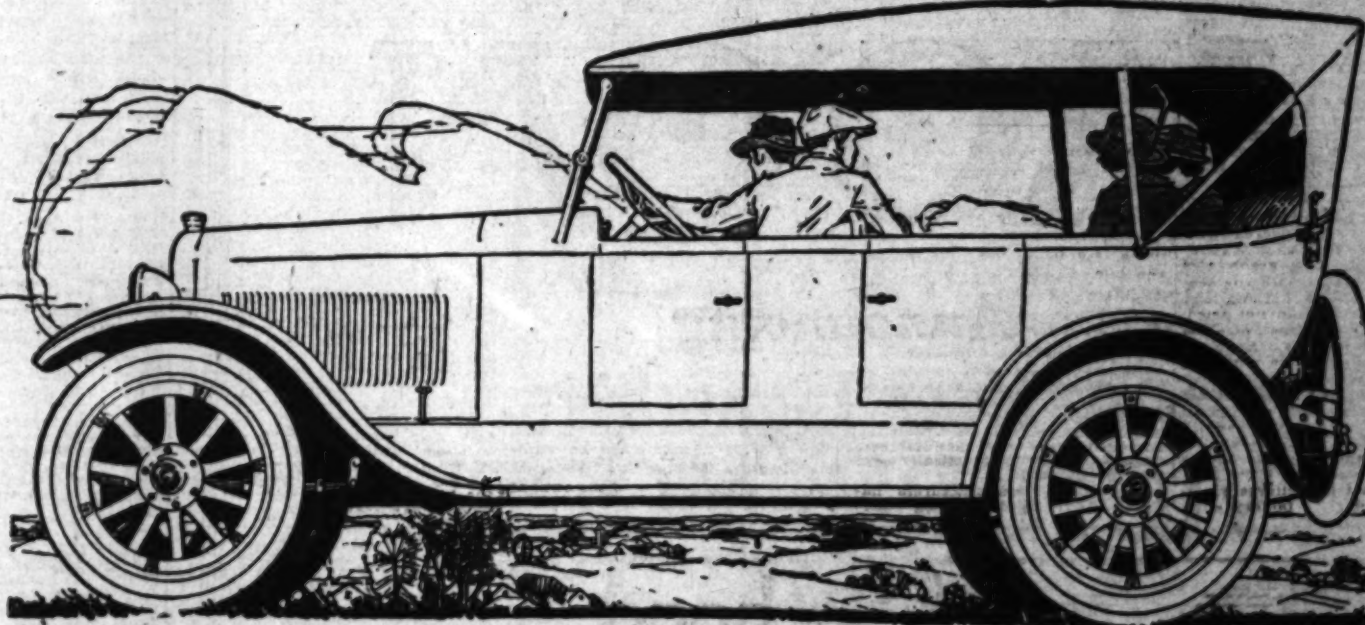
An announcement of permanent quarters for the new agency for the Standard Eight is expected shortly, but for the present the company is occupying salerooms at 737-25 West Seventh street.

BUSINESS GROWING IN HIS TERRITORY.

After an extended trip among the Mason tire dealers throughout Southern California, C. Fred Thompson returned to Los Angeles last week with reports of a rapidly increasing Mason business everywhere in the territory. "One factor that pleased me very much was the demand that is springing up for Mason tires from points in the Southern California territory where users demand most from tires," said Thompson last week. "Through the desert and mountain country, our Mason dealers report that the Mason tire is fast becoming known as one that delivers long mileage under the most adverse conditions."

"While the volume of that particular sort of business is not great yet the fact that such users are turning to Masons is a matter of distinct pride to us, and is something that we appreciate very much as the best sort of testimonial as to the merits of the tire."

CHANDLER SIX \$2065



Come and See the New Chandler Touring Car

Most Beautiful Big-car Offering of the Season, and the Price is Only \$2065

THE new Chandler touring model, is here. We have waited for it. Old Chandler owners have waited for it. It's here now and we are all proud and happy.

The Chandler of the past has had splendid bodies, but the new Chandler touring car even surpasses its immediate fore-runner in beauty of line, in bigness, in comfort of its cushioning, in the nicety of its custom-like workmanship and in its lustrous finish.

The new Chandler Touring is a big car. Its high hood and radiator, its broad cowl, its wide and deep doors give it distinctive appearance.

And it RIDES,—it rides like a dream

Nothing has been cut out to permit the delivery of this fine big touring car at the Chandler price. Indeed, many little details of nicety are added. The back curtain window is beveled plate glass. The clear-vision side curtains fit snugly and open with the doors. There are detachable rear quarter-bow curtains. There are outside door handles.

Features which have been standard Chandler qualities in the past are continued. The cushions are upholstered in genuine hand-buffed plaid leather. The front compartment floor boards are covered with heavy gray linoleum, aluminum-bound. The two comfortable auxiliary chairs fold away, entirely concealed, when not in use.

Carrying this Handsome Body Is the Famous Chandler Chassis

You will choose the new Chandler touring for its bigness and its comfort and its handsome dignity. But you will choose it, too, for its mechanical excellence. Fifty thousand Chandler owners know, better than we can tell you, what a good car the Chandler is. The famous Chandler motor and the sturdy excellence of the whole chassis make the Chandler notable among fine cars.

The Chandler continues for 1919 all its distinguished mechanical features; solid cast aluminum motor base extending from frame to frame, silent chain drive for the auxiliary motor shafts, annular ball bearings, Bosch Magneto ignition and many other features of design and equipment characteristic of the highest-class motor car construction.

FIVE SPLENDID BODY TYPES

Seven-Passenger Touring Car, \$2065 Four-Passenger Roadster, \$2065
Four-Passenger Dispatch Car, \$2260
Convertible Sedan, \$2825 Convertible Coupe, \$2720
All Prices f. o. b. Los Angeles

EARL V. ARMSTRONG, Inc.

Main 3459 932-38 South Hope St. Home Phone 60875

CHANDLER MOTOR CAR COMPANY, CLEVELAND, O.

Perform Better

These are some of the reasons why MACK trucks have become the world's standard heavy-duty transportation units:

Parts stay in alignment

The engine is supported on three points, the frame is flexible, the radius rods do not exert thrust on the jackshaft but push direct on the frame.

Easy and accurate of control

Spring action does not affect steering, the steering wheel is well raked, the controls are set for ease of operation, the brakes are powerful and work easily.

Factors of safety are high

The crankshaft is the highest to be found in a motor truck. The connecting rods are unusually long. The pistons are long. The transmission gears have exceptionally wide faces. The frame is deep and stanchly gusseted. Axles are robust, with big steering knuckles. Wheel bearings are oversize.

It is due largely to the factors of safety that MACK trucks are economical to run and keep up.

International Mack Corp.
1032 South Olive Street

PERFORMANCE COUNTS

Mack

Mack

Mack

Mack

Mack

Mack

Mack

Mack

Mack

Mack

Los Angeles
1016 South Broadway
1621 South Main
Cor. 21st
San Bernardino
651 Third Street

"In My Merry Oldsmobile"

Fifteen years ago everybody was singing "My Merry Oldsmobile." That was the sixth year that Oldsmobiles had been produced. It was in the days of pompadour coiffures, of peg-top pants, of razor-tipped shoes. Ancient history, it seems, yet

Oldsmobile

was a leader then among American motor cars, as it is today.

There are 21 years of experience — of prestige — of accumulated financial resources — behind the Oldsmobile today. It's something well worth your consideration.

EIGHTS

\$1700

J. W. LEAVITT & CO.

1180 South Figueroa

SIXES

\$1295



in my merry
oldsmobile-e-l
in my merry
oldsmobile-e-l

Take a Look, Quick! You Won't See Many of These.
This is the new Nash six roadster, one of the mighty new roadsters built at the Nash plant, which specializes in touring cars. It only recently arrived at the Troy Motor Sales.

INCREASE OF PRODUCTION.

Mr. H. J. Coper, manager of the Troy Motor Sales Company, has just returned from a two weeks' trip in the East, where he visited the Nash factory at Kenosha, Wis. He had several interviews with Mr. Charles W. Nash, president of the Nash Motor Works, and the sales and production departments of the factory, and came home thoroughly convinced that the production of motor cars and trucks at the Nash plant will greatly increase from now on. He says that changes that were necessary to make, in withdrawing from war work, have nearly reached completion, and with this done, there will be nothing to prevent the production of a large number of cars. This condition also applies to other factories in the East, but due to the fact that automobile production had become so nearly suspended, it will be at least another year before the pressing demand for passenger cars and be cared for.

The truck demand is also increasing as our country settles down to peace-time methods. Agriculture and merchandising would find themselves utterly at a loss without the assistance of the motor truck.

RUBBER TRADE OPTIMISTIC.

Optimism—applied with a capital "O"—permeates the rubber industry. Business on the books has never before reached such volume, and future prospects for tire manufacturers and dealer alike, were never so bright, in the opinion of Horace de Lissner, president of Ajax Rubber.

Mr. De Lissner, who heads one of the five greatest rubber companies, asserts that the conditions obtaining in the rubber industry reflect conditions generally in American industrial circles. He points to the inherent American characteristics of confidence as the basic reason for the firm, steady tone which business has assumed.

"Taking the rubber industry as a specific example," Mr. De Lissner asserted, "you can search the records in vain for a year that even approaches 1919 in business possibilities. Automobile registrations, as of January 1, exceed 5,000,000. This total is increasing materially each week. Ten of the forty-eight states have available funds of more than \$2,000,000 each to be devoted in 1919 alone to the construction of good roads. This money, which is available through the passage of the Federal Aid Road Act, Texas heads the list, with \$4,678,765.50. The other forty-seven states are provided for proportionately, with Delaware trailing with \$130,446.50.

"Importance of the automobile, as America's secondary system of passenger and commodity transportation.

AUTOIST FINDS FLOWERS.

The wildflowers of the higher slopes of the Antelope Valley are to be found in marvelous profusion this year, according to Myron Albertson of the Albertson Motor Company, who made an exploring trip last week through the Mist Canyon to Lancaster and thence to Elizabeth Lake, in the famous Dodge "200."

"The season seems to have suited the wildflowers exactly," said Mr. Albertson last week, "and they have been told by men who know that the wildflowers have not been seen in such profusion for many years. I can well believe it after the trip I made last Sunday. The lupines, for example, on the slopes of the hills near Elizabeth Lake, simply turn the hillside to a solid mass of purple. The Matilija poppies are out and literally dozens of other beautiful varieties.

It is not hard to see where Bonquet Canyon got its name. If you search a little in the fields near this end of the canyon, or up near its beginning, by all means put a

Horace de Lissner.

Head of the Ajax Tire Company, has more than been firmly established. Every car that boasts wheels and an engine is running, and is going to continue to run as long as its motor can function. Hence, tire demands are ahead of the supply. The whole rubber industry cannot produce the tires this year that will actually be needed."

RADIATOR IS IMPORTANT.

"The first radiators for automobiles were simply pieces of gas pipe, crudely curved, with metal fins soldered to them," says W. D. Wright, local Roamer distributor. "Not only were they anything but ornamental in appearance, but they were, of course, very inefficient as cooling apparatus.

"With the passage of years, the radiator builders worked an immense improvement on these first types, but most manufacturers were careless as to the appearance of the radiator. Regardless of the fact that the appearance of the radiator has such a large effect on the general appearance of the car, no particular effort was made to improve its looks. This attitude is even apparent today in some recent cars.

"The Roamer builders, on the contrary, recognized from the beginning what a decisive factor the design of the radiator was in the appearance of the car. The radiator of the Roamer car, consequently, is

decidedly distinctive, and identifies the car at once. The extremely heavy silver band of metal that surrounds it, not only adds to the looks of the Roamer radiator, but greatly strengthens it and protects it from road shock. The radiator of a car may be likened to a person's face. A face with strong individuality is easily recognized — you remember the person. It is the same way with the Roamer car. There are very few motorists who are not familiar with the Roamer, or who do not recognize one instantly."

ORDERS TAXING FIRM'S CAPACITY.

Orders for Durlac from the Western Agency Company of San Francisco are taxing the manufacturing equipment of the International Sales Company to the utmost, according to Frank B. Webster. The

Western Agency Company reports an excellent demand for Durlac through their many dealer representatives," said Webster last week. "We have been making heavy shipments of the Los Angeles-made Durlac ever since closing the contract with the northern concern. If the present rate of demand keeps up it will undoubtedly be necessary for us to enlarge our present manufacturing facilities."

RACY LINES ARE EASY TO DESIGN.

BUT NOT ALL SUCH BODIES ARE COMFORTABLE ENOUGH TO SATISFY.

Designing a special body for a Ford that will possess "racy" lines is a comparatively easy matter, but to make sure that the design combines comfort and practicality with appearance is a decidedly more difficult problem, according to George Pennington of the Western Auto Supply Agency.

"We have many requests for help in designing such bodies, from Ford owners, but we have found in the American Ford bodies what we consider the ideal types in both the speedster and touring car. Both combine good looks with practicality and comfort, and the output of the big Kentucky body-building works enables them to produce the bodies with a high quality of material and workmanship at a very reasonable figure.

"Both the roadster and the touring types carry fenders, windshield and top, and furnish complete protection against any sort of weather. They are made of selected hardwood and 20-gauge steel, and the equipment includes all necessary attachments for mounting on a Ford chassis."

ABILITY TO CLIMB HILLS EXPLAINED.

RATIO OF HORSE POWER TO CAR WEIGHT IS ANSWER TO PROBLEM.

"Many people have the idea that in order to obtain hill-climbing capacity on high gear and good acceleration that a multicylinder engine is essential. As a matter of fact, these qualities depend solely upon the ratio of total horse power to total weight at any given car speed," declares Frank Nelson, Southern California distributor for the Nelson car.

"The light, well-designed, powerful four-cylinder motor car may very easily be made to equal the heavy multicylinder car in ratio of horse power to car weight. Such an effect has, in fact, been achieved in the Nelson car, and accounts for the remarkable performance of the Nelson as a hill climber. As far as acceleration goes, the four-cylinder car has a distinct advantage over the multicylinder through the fact that the intake manifold design is much simpler, and this is a powerful factor in producing quick acceleration."

Delco

STARTING LIGHTING AND IGNITION SERVICE

IN LOS ANGELES

1182 S. Grand Ave.

Phone 5410 630

Branch of

United Motors Service

Incorporated

General Offices

Detroit, Michigan

Service Department of

The

Dayton Engineering

Laboratories Company

Dayton, Ohio

BATTERY SERVICE

We repair any make of Storage Battery. If you have battery troubles come to us and we will relieve you of them. We also sell the famous U. S. L. Battery—the better battery.

Electric Equipment Co.

Automobile Electricians

1240 South Hope

Commerce

EVERYTHING considered—price, serviceability, dependability, reputation—the Commerce Truck represents a value not to be duplicated in its class. Low initial cost, economical operation, minimum up-keep expenses are factors not to be overlooked in the selection of a truck.

An investigation of performance records of the Commerce Trucks in war and in commercial use will prove convincing arguments why they merit consideration.

1 TON 1/2 Ton Overload Capacity \$1500
1 1/2 TON 2 Ton Overload Capacity \$1895
2 Ton 2 1/2 Ton Overload Capacity \$2295

Freeman A. McKenzie

Distributors Southern California, Phone Main 1000

1205 So. Olive St.

COMMERCIAL MOTOR CAR COMPANY, DETROIT, MICHIGAN



Let Us Show You Facts and Figures on Menominee

MENOMINEE TRUCKS

Freeman A. McKenzie

Distributors California and Arizona

1205 South Olive Street, Los Angeles

CITY GARAGE (INC.)

Hupmobile

Ask the Hupmobile owner to tell you how smoothly his car handles whenever unusual quickness of pick-up is essential. We know what he'll tell you, but we would like to have you get the information first hand. Driving is made infinitely more pleasant to the comfort car owner by the certainty that he can always depend upon this instant response. He uses it not merely to meet an emergency in the congested business section, but on the high-way, when a clear road and an abundance of power that is instantly available make motoring worth while.

GREER-ROBBINS

Twelfth and Flower Streets

Broadway 3410—Home 8081

Hupmobile

GEEVER & WATERS

NASH AND JEFFERY

REPAIR SHOP

1230 So. Flower Street

Broadway 2741

The Automobile
Treasure—The
Sheet of the
Times.

Victory Models

Mitchell

A manufacturer who thinks more of his reputation than of your money is pretty sure to keep the one and get the other.

Mitchell Victory Models are built to conform to an ideal—not to sell at a certain price.

That's why the Victory Mitchell Six sells on sight.

IMMEDIATE DELIVERY

Security Motor Corp.

A Motor Car for Every Income

1132 South Grand Avenue

Main 1400

Home 60753

\$1695

Tax Paid

Delivered



That Home in Glorious Sunny California is advertised in the BIG COMPLETE REAL ESTATE LIST in The Times—it contains hundreds of EXCLUSIVE REAL ESTATE advertisements in addition to all those printed in the other five Los Angeles newspapers.

The Times Sunday Magazine Is One of the Best Published.

Commerce

EVERYTHING considered—price, serviceability, dependability, reputation—the Commerce Truck represents a value not duplicated in its class.

Initial cost, economical operation, minimum up-keep expense—factors not to be overlooked in selection of a truck.

Investigation of performance records of Commerce Trucks in war and in commercial use will prove convincing arguments in their merit consideration.

ON 14 Ton Overland Capacity \$1500
TONK 14 Ton Overland Capacity \$1895
Freeman A. McKENZIE
City Garage, Inc.
1205 So. Olive St.

COMMERCIAL MOTOR CAR COMPANY, DETROIT, MICHIGAN



You Facts and Figures on Merchandise Exports

ENDOMINEE

Freeman A. McKENZIE
Distributors California and Arizona
1205 Olive Street, Los Angeles, Cal.
CITY GARAGE (INC.)

upmobile

the Hupmobile owner tell you how smoothly car handles whenever usual quickness of pick-up is essential. We know he'll tell you, but we would like to have you get information first hand. Having is made infinitely more pleasant to the car owner by the certainty that he can always depend upon this instant response. He uses it not only to meet an emergency in the congested business section, but on the highway, when a clear road and an abundance of power is instantly available for motoring worth while.

ER-ROBBINS CO

Twelfth and Flower Streets
Broadway 5418—Home 9001

upmobile

WATERS
JEFFERY
SHOP
1001 Broadway
New York

The Automobile
Treasure—The
Sheet of the Sun
Times.



Getting Away with a Good-Sized Piece of Work.
This is a Mack truck galloping off with a genuine army tank used in the Victory Loan drive.

CAN'T UNDERSTAND OUR SPEED.

Foreigners have gained the almost universal impression that Americans are always in a hurry. To an outsider the cry seems to be "Speed, speed and more speed," but the belief is more or less a misunderstanding of conditions. Abroad the people have become accustomed to wait and delay until now they never can understand why it is that when an American tourist wants an automobile, or a house, or a passport that he wants it at once and not tomorrow or the day after.

It is just this passion for everything that tends to speed and action that has led to America's leadership in almost every line of outdoor sport. Nowhere has the automobile, the motor boat, or the locomotive been brought to such complete perfection and high speed as in the United States. Continental trains more often than not run on a schedule that would put the famous "Slow train in Arkansas" to shame, while the European automobile is built for touring purposes almost exclusively and for use on broad boulevards where heavy grades are rare and the slow "pick-up" of the motor and narrow speed range are no great drawback.

With a view to getting the most out of six-cylinder Leon Bolles Douglas Fairbanks, famous film actor, visited Charles G. Harness, general manager of the Master Carbu-

Company last week and as a result his car now boasts of three Masters, one for each pair of cylinders.

"This is not the first installation of the kind we have made by a great deal," said Mr. Harness in telling of the equipment. "We have been fitting up foreign cars with a full set of carburetors for several years and the customers are always satisfied. One of our special installations was six Masters on the famous twelve-cylinder Sunbeam, an English racing car that has broken more records than any other three or four cars."

"Another notable 'job' was the equipment of the twenty-four-cylinder English motor boat, challenger of Pugh's Disturber IV with a set of Masters. The challenge for the world's speed boat title had just been issued when the great war broke out in 1914, putting a stop to all international contests. The English owners are now about ready to renew the challenge and expect to make a strong bid for the championship. The Disturber IV was fitted with Masters when she won the title and still retains the same equipment."

According to Mr. Harness this multiple carburetor arrangement has added wonderfully to the range of these foreign cars and the pick-up speed is something extraordinary. The "pop" one of these motors so equipped will show is surprising and of course there is added speed and unlimited power for emergencies.

NEW CAR HERE AT LAST.

Loaded in an express car at Waltham, Mass., and rushed to Los Angeles in nine days, unpacked, dusted and placed on the salesroom floor of the Jones & Elsbush Auto Company, is the history of the first Metz Master six to arrive in Los Angeles.

Many new features in mechanical and body design are embodied in this new car. It reflects the latest word in motor car ideas. From every angle it is really a car of beauty. The high and wide cowl which tapers back from the radiator, carrying a straight line along the side of the beveled edge, body to the squared-off back is an innovation not usually found in cars of this class. They are proportioned on a new model and the car has every appearance of being a much larger car than it really is. The seats are so arranged that passengers sit in the cushion, the arrangement of the brake shift lever, pedals, and the emergency brake are such as to make for the utmost comfort of the driver. The upholstery is in carefully selected leather of first quality in the popular French pleat type. The wind shield is tilted and the complete car is set off by a custom tailored top, with plate glass in the rear curtains.

"Until now we have had nothing to go by except pictures," says L. P. Jones of the Jones & Elsbush Auto Company, California, Arizona and Nevada, distributors for the Metz, "and now that we have the new car itself on hand to compare with the pictures, we find that our fondest expectations have been exceeded."

"Mechanically the car is right for with the special design Metz motor that develops forty-five horse power, the car will be able to show the dust to any in its class. It is useless for me to mention the quality and points in favor of Timken axles, Borg & Beck clutch, and Westing-

house starting and lighting system. And every other unit in the construction of the car is just as standard as these.

"Every car includes the full equipment, five wire wheels and two bumpers, one front and one rear. Every point where an improvement has been possible over former cars the Metz engineers have included in this new Metz Master six model."

"In a short trial of the car, the unusual quietness of the sliding gear transmission and the ease with which gears could be shifted, was a revelation even to us."

"This model is a big, roomy, five-passenger car, a car that five people can actually ride in and take long trips in with genuine comfort."

"We will keep this model on display in our salesroom this week and it will then be turned over to the purchaser, who placed his order for this car three months ago. We expect to receive shipments regularly and the factory has promised to take good care of us as they realize that the Pacific Coast is the greatest market for cars in this country."

APPOINTMENT OF DEALERS REPORTED.

The appointment of Roamer dealers in Kern county and for the southern half of Santa Barbara county was reported last week by W. D. Wright of the Wright Motor Car Company. The Cable Motor Company of Bakersfield now represents the Roamer in Kern, while E. G. Boeseke of the Arlington Garage of Santa Barbara took the distribution of the Roamer in the southern half of Santa Barbara county.

One Way of Shooting a Motor Full of Pep and Ambition.

Leon Bolles six-cylinder French creation belonging to Doug Fairbanks. Finding that his gas-burner didn't have the pep of its owner and refused to improve by association with the famous ex-ginger, Doug took it down to the Master carburetor branch, and here we have Manager Harness putting the three Master carburetors which now keep the cylinders full of air.

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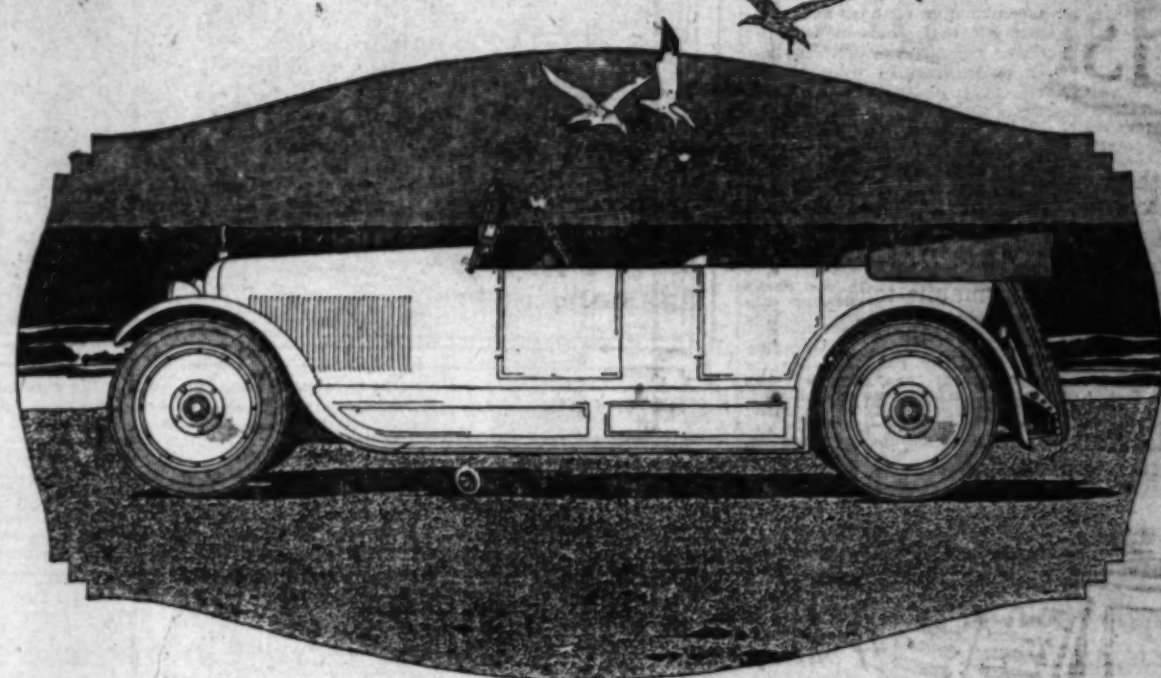
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JORDAN



The New Jordan Silhouette

The New Jordan Silhouette marks the realization of another Jordan ideal—the result of another year of diligent study of what particular people want.

Its piquant profile expresses the charming ideals of France. It is full of the spirit of victory and the brightness of Spring.

And like the charming woman of today the Silhouette is a little more slender than ever—a little more chic and gay.

It is the best balanced, and the lightest car on the road—for its wheelbase.

Doors are European—opening in a full half circle. Mouldings are rectangular—characteristic of only the finest bodies. The new French angle at the dash adds a continental touch that is at once different—and prophetic of imitation.

There is a cocky tilt to the front seat cowl—refreshingly flat body-edge without the slightest trace of bevel.

Full crown fenders are stamped from costly dies with rare precision.

The hood with twenty-nine louvres is just a trifle higher with slanting sport type windshield. The body is just a trifle lower—with deep soft-cushioned seats resting almost on the floor.

In the tonneau a built-in cordovan leather boot and saddle bag forms a pleasant surprise for those who have grown tired of new fashioned things and crave the old.

The top is as carefully studied and tailored as a woman's hat—fitted with plate glass rear vision light. Hardware is artistic—lamps attractively mounted—patented rattle proof spring shackles—Cord tires, 32 x 4½.

A chassis of finished mechanical excellence including all the universally approved mechanical units—equipped with a series of all-aluminum custom style bodies.

Disc wheels are coming. Wire wheels are preferred by some. Artillery wheels—sturdy and finished in harmonious colors—standard equipment.

The Jordan Silhouette is furnished in either four or seven passenger capacity—finished in either Egyptian Bronze or Burgundy Old Wine.

S. F. SEAGER & COMPANY

Distributors
1400 South Figueroa Street, Los Angeles Main 3130
OPEN EVENINGS ALL THIS WEEK TO DISPLAY THE "SILHOUETTE"

JORDAN MOTOR CAR COMPANY, CLEVELAND, OHIO

SHOULD BEWARE OF REPORTS.

Some are Sent Out by Amateur Roadsters.

Southern California Auto Club is Authentic.

Autoists Should be Guided by Organization.

That motorists should beware of "amateur" road reports in regard to the condition of various highways, is the latest warning issued by the Automobile Club of Southern California.

A flood of reports has reached the public from persons apparently not competent to judge accurately as to touring conditions in the State, or based as the result of hit-or-miss information given to the public in a garbled form.

During the past two weeks the official touring bureau of the club has been overburdened correcting misleading "dope" emanating from unauthoritative sources.

"It is not that anyone is purposely giving out erroneous road information," say club officials. "But that touring information can only be accurately secured as the result of years of experience in the work."

For that reason this organization employs only skilled and experienced men in the touring information department.

"Road information is largely a matter of comparative values. What seems a good road to one automobilist may seem a very bad road to another. The skilled road agent

knows from having toured all sorts of routes what is the average good or bad road, and is competent to so inform the public.

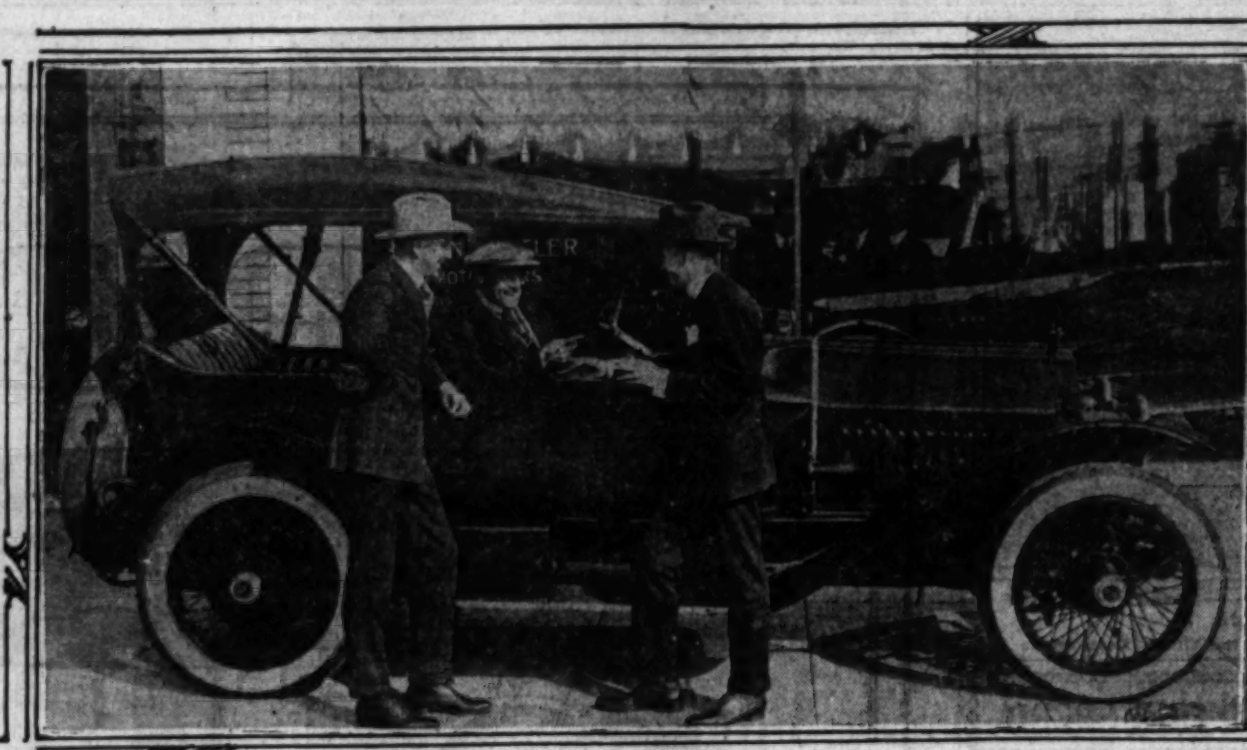
"Another matter is that of false mileage. All mileages issued by the Automobile Club are accurate. The 'amateur' road reporter has neither the inclination, the time nor the instruments for giving accurate mileages. The public is warned to be careful before following promiscuous highway reports."

NEW AUTOMOBILE BIRTHDAY GIFT.

LOS ANGELES GIRL GIVES NEAT PRESENT ON GRADUATION FROM HIGH SCHOOL.

A combination birthday and graduation gift that would delight the heart of any girl was delivered last week to Miss Lillian Peat of 1530 North Gower street by the Lord Motor Car Company. It was nothing less than a Vette six touring car, and her parents, Mr. and Mrs. A. H. Peat, who made the gift, saw to it that the car was equipped in the most up-to-the-minute style. A permanent top, equipped with the sliding glass windows designed by Harry Lord, and orange-colored wire wheels, combine to make Miss Peat's gift one of the most pleasing cars in appearance that has recently been turned out of local shops.

According to Harry Lord, a devoted popularity has developed for the permanent top, equipped with the sliding glass windows of hinged glass. The first car built, according to the idea of Miss Peat, was shown at the auto show in January, said Mr. Lord last week. "We have not been able to keep it on the sales floor that was equipped with this style of top. They afford the protection of the closed car, or the freedom of the open car at a moment's notice. Moreover, there is a certain amount of rumble or vibration in any enclosed car that it is impossible to avoid, but the car with the permanent top and sliding glass windows does not have this objection."



Telling Them About the Fellow He Passed Going Over Cahuenga Pass. Behold Monroe Salisbury, film star, in the 1918 Stutz that he purchased from Brown & Butler, telling C. H. Dickenson, local manager, and E. L. Butler about the high-class manner in which the car performs.

TRUCK MANAGERS APPOINTED. J. V. Hough, local Chevrolet branch manager, has announced the appointment of R. G. Alexander as manager of the truck department of the Chevrolet in Los Angeles. During the past few weeks the truck business here has increased more than 800 per cent, and it becomes necessary to separate the truck and commercial cars at the local branch. A separate salesroom has been opened and Manager Alexander has organized a sales force, which is doing nothing but truck and commercial work.

ACTOR IS AN EX-AVIATOR

"The Lincoln Highwayman," which Paul Dickey wrote, and which he will present at the Orpheum next week, is full of thrills as well as laughs. One of the most startling, breath-taking moments of the play is when an automobile, whose driver has been hotly pursued by the police, crashes into the garage which is the scene of the story. To rush onto the stage at a speed which even the most good-natured traffic officer in the world couldn't overtake, and then stop the car before it smashes into the other side of the stage and walls of the theater, is a feat not many motorists would care to tackle. To see it done by Mr. Dickey gives even the most nervous person a genuine thrill.

Mr. Dickey, before his return to vaudeville several weeks ago, was a first lieutenant in the First Marine aviation force. He was assigned duty in France for six months with the northern bombing group. While in the service, Lieut. Dickey accomplished a number of startling feats. He was one of the aviators assigned to bombard Ostend and Zebrugges, and helped the British navy in destroying the German submarine base at both of these Belgian ports. He also took part in many hazardous bombing expeditions into Germany. Last Christmas he returned from abroad and soon after received his honorable discharge.

While at Curtiss Field, Miami, Fla., in spring, Lieut. Dickey was the first to prove that an airplane motor could be stopped, repaired and started again in the air. Lieut. Dickey, with Joe Bennett of the Curtiss company, ascended to a height of 8000 feet, and stalled the motor. Lieut. Dickey took the wheel and sawed

Lieut. Paul Dickey.

Who dropped bombs at Zebrugges for a while and now is back again. He is at the Orpheum this week.

Handled the plane in the air while Dickey climbed into the motor, removed the motor, replaced it with the new one, and started the straight nose dive, the plane, with all guns firing, came down in a few minutes.

TRIP CAUSES PURCHASE

As the result of the showing made by a Saxon Six, driven by Mr. J. H. Dietz of the J. V. Baldwin Motor Company, on a trip to Little Bear Lake, last week, Mr. Gottwald, head of the commercial department of Lincoln High School, is today the proud owner of a Saxon six motor car, and Mr. Dietz is the possessor of a fund of experiences gathered en route, and a number of records to prove that the Saxon six is everything that he claims. Among those of the party who made the trip to Little Bear are Vice-Principal R. D. Wadsworth and M. L. Fluecker of Lincoln High School, who, according to Mr. Dietz, are prepared to vouch for his statements regarding the performance of the car.

Dietz states that the party was the first to reach the dam this season, and that to attain this goal it was necessary to buck the current, which in many cases had drifted to a depth of several feet. Leaving Alhambra in the early morning, the drive was made in just three hours

and fifteen minutes, a most wonderful feat. Mr. Dietz did not take time during the ascent of the dam, and that the entire trip only took three hours and fifteen minutes. The car was used—also that the cut-off, which is a dangerous main road and which is taken on second gear, is said to be 27 per cent.

It is reported that improvements on the road from the dam to the lake, being cut considerably, have been widened—making it a safe and easy drive. Accommodations for the party were excellent, and the trip was a most successful one. The Jumbo given to the school is a fine specimen of American engineering.

JUMBO TRUCK IS COMING

This announcement is not intended to convey the impression that the original king of elephants has returned to life, or that a successor to the famous pachyderm has been placed in captivity. Neither is it anything to do with a circus.

Jumbo is the name of a new motor truck, distributed for which in California, Arizona and Nevada has been acquired by the Calumet-Kelly Automotive Company, who also represent the All-American truck in the same territory. Jumbo is a two-ton transportation unit, made by the Nelson Motor Truck Company, of Saginaw, Mich.

The truck was first shown at the National Motor Truck show, held in Los Angeles, last week, and was a most successful one. It is a most successful one, and is a most successful one.

Back in 1911 they designed a fourth-ton truck to be a most successful one. It is a most successful one, and is a most successful one.

Today the manufacturer's perfect satisfaction, the government has demonstrated that their one and only truck should be a most successful one. It is a most successful one, and is a most successful one.

They say the automobile had been a lamb in the past. "Oh, then, his skippers in natural, eh?" [Benton]

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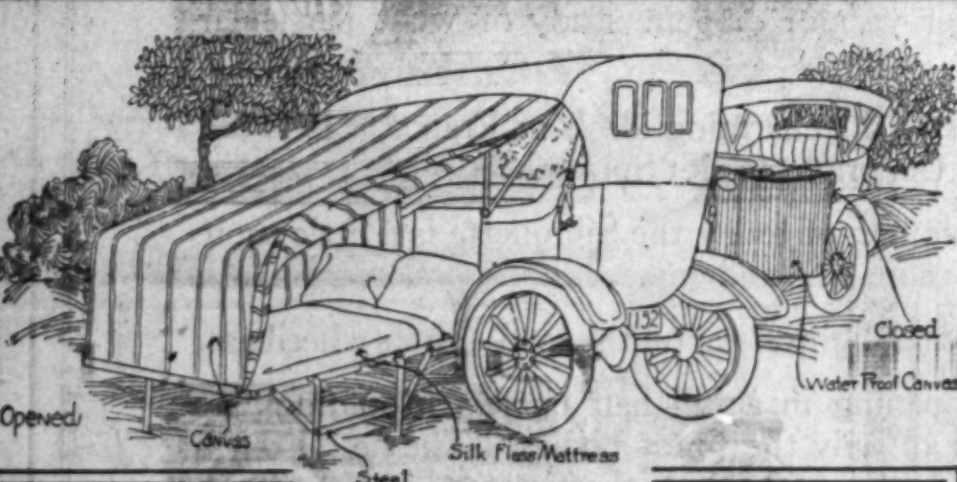
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Suggestion No. 1: "Cut out this advertisement and bring it with you."
Suggestion No. 2: "If out of the city, order by mail—except as otherwise stated in items following."

Concerning Camping



The Bullock Auto Bed

should be investigated by everyone planning an automobile camping trip—to be seen only at Bullock's in Southern California. Do not buy an Auto Bed until you see the Bullock Auto Bed—Do not permit yourself to become confused on account of a possible appearance of similarity.

—The Bullock Auto Bed—is substantially constructed (as shown in this illustration), the best of material being used. Has regulation spring, as used in any of your beds at home. Bed is fastened by clamps to running board of any car and can be detached in a moment. NO HOLES TO BORE. Folds up compactly with mattress and all bedding inside. The frame at end of bed retains bedding when bed is folded over, and when opened it forms the tent support. Legs are adjustable.

—The Bullock Auto Bed, Complete, consisting of a spring bed and soft mattress, giving you all the comforts of home on your outing. A comfortable bed for two. A durable tent requiring no tent poles, ropes or pegs, affords you shelter and provides you with a dressing room. Tent is snugly and securely fastened to bed and under the hood of car and forms a perfect waterhead.

—When closed Bed occupies a space of 8x44 inches and is 30 inches high. Weight of complete outfit, 65 pounds.

—Bullock Auto Bed, with silk floss mattress, striped or khaki duck tent and waterproof slip cover, \$55.00.

Auto Bed, Mattress and Slip Cover, \$39.00—Auto Bed, only, \$25.00.

Note This! 7x7-ft. Wall Tents at \$7.95

—Made of 8 ounce duck with 3 foot wall, complete with poles, stakes and ropes—No phone or mail orders—at \$7.95.

Note This! Two-gallon Auto Canteens 95c

—Galvanized, easy to keep clean, and sanitary—a limited quantity at 95c each—No phone or mail orders.

Telescope Cot \$4.50

—very strong and very comfortable—Frame made of selected hard wood, securely riveted, and bolted, reinforced with enameled steel side braces—bed is very flexible—Canvas top of heavy khaki army duck—Weights 15 lbs. Measures 78x31x20 inches set up—34x7x5 inches when folded—Price, \$4.50.

—and Outdoor Vacationing

"Let's go to Bullock's, Monday"

—It is the desire of Bullock's that you know the extensive preparedness of Bullock's "Out-doors" Store on the 5th floor.

—It is possible that you have never been brought in touch with this important branch of Bullock service—It may be that you did not know that Bullock's sponsored a section of this kind, and certainly, if you did not know, you can have no idea of its character and degree.

—This advertisement today is meant by no means to be a catalog of the merchandise that this section contains—but merely a means of conveying to you a little information relative to a few interesting items—It is hoped that through them you may be led to come and seek further knowledge. It will not be difficult to find and may prove of additional advantage to you.

—Many of the following prices are far from ordinary.

144 light, strong, canvas-covered Camp Stools, 40c

11 dozen Sterno Alcohol Outfits to go at 40c each

40 dozen Sterno Teakettle Outfits to go at \$1.50 each

Note This! Strong Feature Camp Axes 95c

—Hand hammered solid steel heads—and 24 inch hardwood handles—strong axes that will give good service at 95c each.

Note This! 9-inch Aluminum Frypans at \$1.45

—Wherever Aluminum, noted for its quality—Heavy, seamless and with detachable handle—at \$1.45 each.

Outing Tent, \$22.50

—an equally excellent tent for children's lawn or beach use.

—Height 7 feet, diameter at top 5 3/4 feet, at bottom 10 feet—folds into parcel 48 inches long and 7 inches in diameter—weighs 23 pounds—neat duck carrying case with each tent—

—These tents will accommodate 2 cots, can be quickly pitched—front and rear openings closed by snap fasteners.

—Of plain khaki, \$22.50 — Of red and white striped duck, or green and white striped duck, \$27.50.

Knapsack \$2.00

—made of brown canvas, trimmed with leather—has canvas straps, inside pockets for small articles—style on the left, \$2.00.

—Shoulder or Game Bag made of brown duck, leather bound—has two pockets and leather shoulder strap, style on the left, \$1 and \$1.25.

Bullock's Los Angeles

California Sheet Iron Stove \$2.50 — 12x24 inches—cooking utensils not necessary, as steaks, chops and cakes can be cooked on top of stove—any length wood can be used.

—Packed complete in canvas bag—\$2.50.

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CARS equipped Cord Tires will, the same impetus a wonderful flexibility

Their remarkable facts easier and smoother necessary even saves fuel.

Friction and interminable because of the great strength and flexibility

The cords are built in layers, each transmits to the ground the full strength and flexibility

IMMED

HALLIWE

ACTOR IS AN EX-AVIATOR.

Highwayman," they wrote, and which at the Orpheum nest of thrills as well as of the most startling, moments of the playhouse, whose driver pursued by the police, into the garage which of the story. To rush at a speed which a good-natured traffic world couldn't over-

stop the car before the other side of the of the theater, is a motorist would care use it. Since by Mr. even the most nervous remains thrill.

Before his return to the stage, was a in the First Marine. He was an active for the months with a sinking group. While

Lieut. Dickey, who of the aviators assigned and Zeebrugge, a British navy in de-

an submarine base in Belgian ports. He in many hazardous

into Germany, and he returns from after received his

service Field, Miami, Lieut. Dickey was

that an airplane stopped, repaired and in the air. Lieut. Dickey of the Cur-

appended to a height stalled the motor, took the wheel and say we!

of the showing, the car, driven by Mr. J. V. Baldwin Mo-

a trip to Little of week. Mr. Gell-

the commercial de- High School, in 4 corner of a house, and Mr. Dickey is the

fund of experiences, and a number of e that the house at

he claims. Among party who made the of one Vice-Principal

and M. L. Fliskey in school, who, re- sents, are prepared to

statements regarding of the car.

but his party was the he says this season, and his goal it was

the show, which had drifted to a feet, leaving Al-

ed morning, the in just three hours

ing to town.

ment is not intended present that the old

at elephants has re- of that a successor

of the old has been try. Neither has it

with a circus.

name of a new motor ion for which in

en and Nevada, has by the Oakes-Kelly

pany, who also rep- rican truck in the

the Jumbo is a truck, made by the

Truck Company, of

ESTING EXPERIM

results of experi- by motor truck

ection with the use ven on motor trucks

in a letter received from F. H. Oiler, of

the Rubber Company, present visiting the

and his letter deal- ing toward

commercial use.



Lieut. Paul Dickey, U.S. Army.

Who dropped bombs on the at Zeebrugge for a week, and now is back on the again. He is at the this week.

handled the plane in a full while Dickey climbed. The motor, removed the

replaced them with other motor was started again and straight nose dive, they

ly, with all plugs firing, hand took the wheel and say we!

and fifteen minutes, over the tiful Crest Route. Mr. Dickey that the radiator did not

time during the ascent of the grades, and that through-

entire trip only three of water were needed radiator, and only one

was used—also that the cut-off, which is a de-

main road and which en- tance of about one-half

taken on second gear. The is said to be 27 per cent

It is reported that exten- improvements on the road to

year are now underway, being cut considerably and the beds widened—making it

lower trip one of the most able and easy in Southern

nia. Accommodations at the are being decidedly im-

proved. It will be offered hereafter at considerably cheaper

Judging from the way the carrying it seems evident

that the Little Bear will be this year than it has ever

before.

Back in 1911 they designed a fourth-ton truck to be

equipped with pneumatic tires. The truck proved

satisfactory, but the pneumatic tires of eight years

ago were of high quality, but under commercial service

they were replaced with solid tires, and it was found

that the truck with heavier parts until the was increased to 2,500

pounds. Today the pneumatic tires are perfect satisfaction, however

government has demonstrated on the largest scale. The

trucks that one and one-half tons should be equipped

with pneumatic tires. These trucks are equipped with

more hardish, used less and oil, and could

be equipped with heavier loads than trucks

equipped.

The cords are built up diagonally in layers, each layer

running in the opposite direction to the other, thereby

affording the greatest possible strength and flexibility.

ASK OF WRITING.

SIXTEEN STUTZ VALVE

Sturdy Stutz Talks

You'll Be Proud To Own A STUTZ

There is a ring of pride in the voice of the average man when he says "My car." With Stutz the phrase becomes "My Stutz" because that name carries with it the laurels of accomplishment on race track and road. Back of that pride of ownership there are more concrete reasons for satisfaction in driving a Stutz—power, durability, comfort and economy, all characteristic of the sturdy Stutz.

Not Much Talk IN STUTZ Salesmanship

Clever talk and oratorical salesmanship is not necessary in the sale of a Stutz. The best salesman on our floor is the car itself—and you may believe that it uses its own eloquent language in terms of performance. Accomplishment is the theme and the argument is most convincing. Stutz salesmen are in truth men of few words; the car talks for itself.

Come in and let the Stutz tell its story.

Walter M. Brown, COMPANY

Washington at Figueroa

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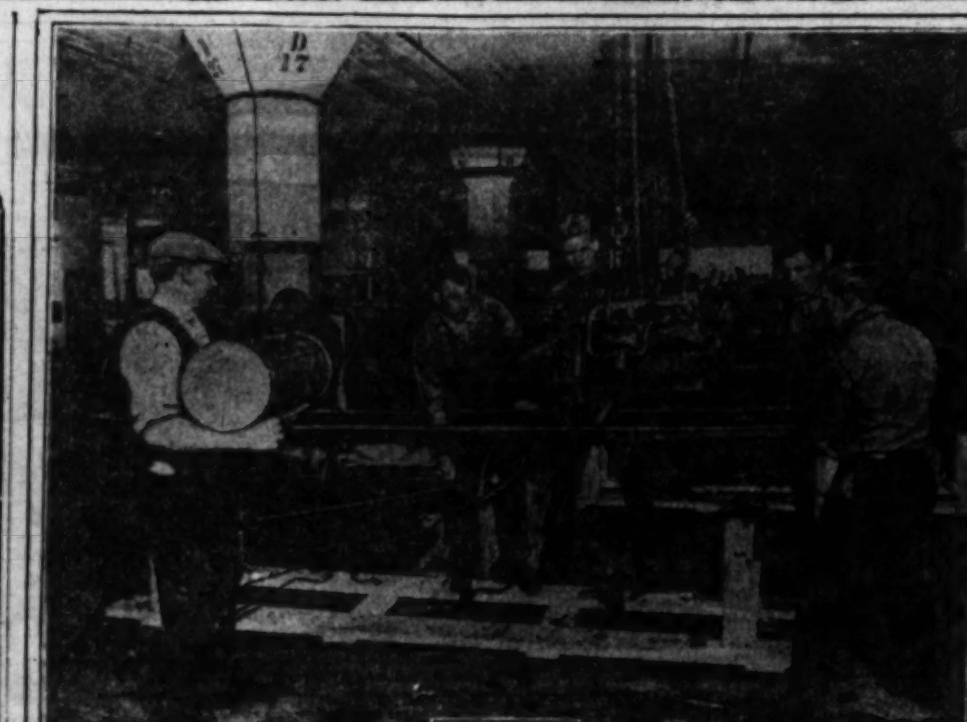
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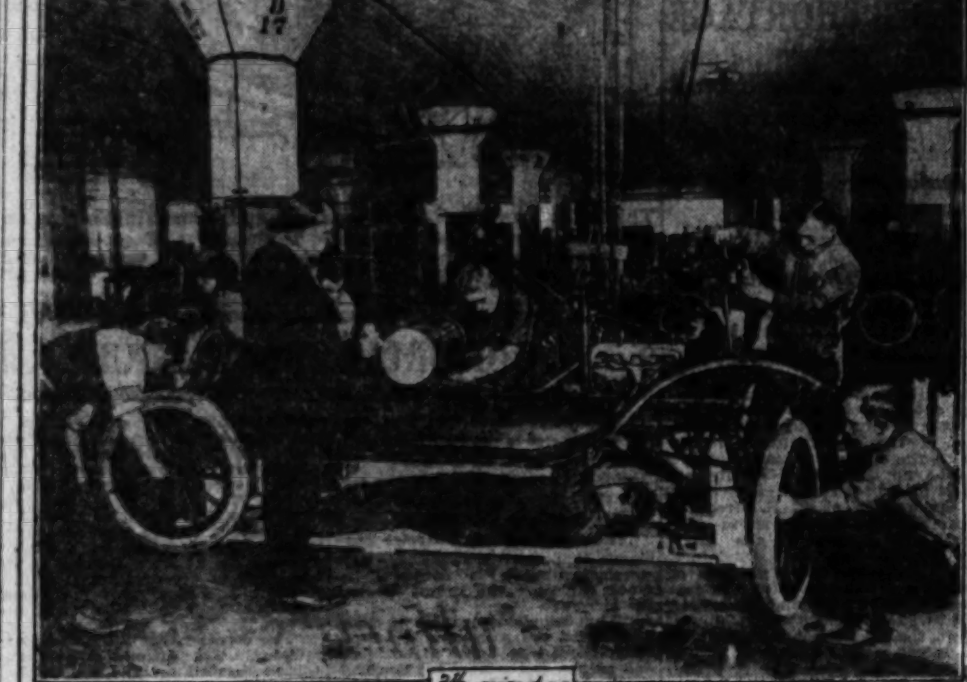
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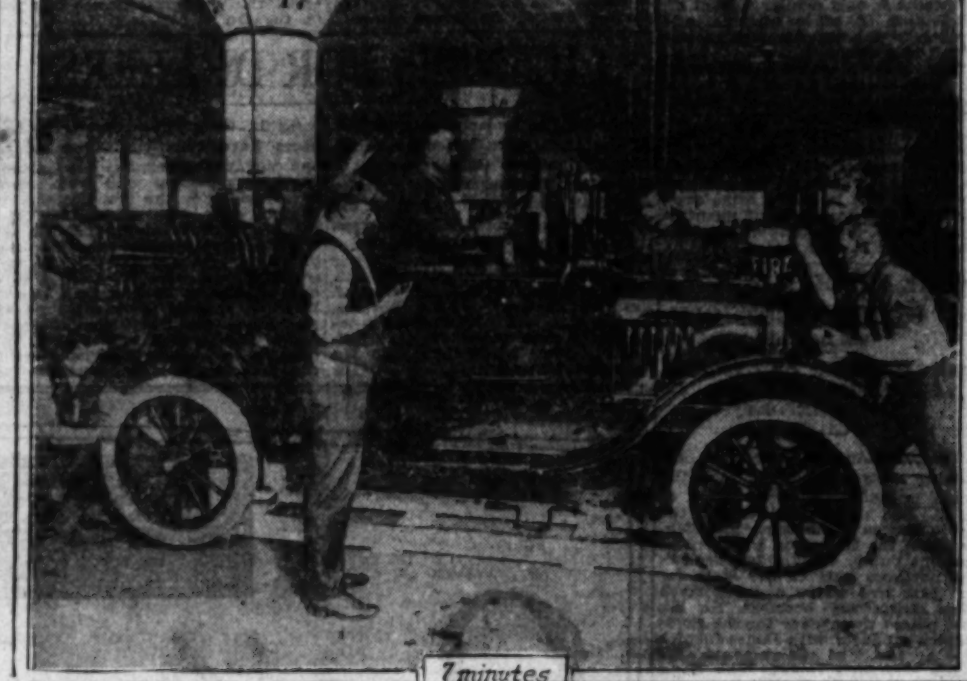
STUTZ MOTOR CAR CO., INDIANAPOLIS



60



13 1/2 minutes



7 minutes

Unscrambling a Ford in Record-Breaking Time.

Here we have one of the crews that will perform at Grauman's Theater this week, practicing up on the assembling of a Ford. The upper photograph shows the scramble at the word "Go!" the center photograph, three and a half minutes later, and the lower photograph, driving the car off under its own power in seven minutes. Elyar Fillmore with the watch.

UNSCRAMBLE FORDS ON STAGE.

You can't unscramble an egg, but you can unscramble a Ford, and Grauman is going to stage a convincing exhibition to that effect all next week at his big picture palace at Third and Broadway in the shape of a Ford assembling contest between skilled teams of Ford "rascals" recruited from Detroit and Los Angeles.

Assembling Fords is rapidly becoming one of the great American indoor sports. Thousands of Detroit citizens devote their whole time to it to say nothing of hundreds of brawny gentlemen in the Ford branches located all over the United States. The Los Angeles Ford citizens devote their whole time to it to say nothing of hundreds of brawny gentlemen in the Ford branches located all over the United States.

The contest will be preceded by 1000 feet of film showing the actual methods of assembly at the huge Ford plant in Detroit. Of course, the factory methods of assembly are decidedly different, but at that they will be permitted, but that advice from the audience, particularly when it comes to the matter of cranking up, will not be allowed.

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An Emperor's Coach



In the days of Napoleon this highest expression of the carriage builder's art was an Emperor's coach.

Today the Great General Motors Company builds for the American gentleman and his family a carriage far superior to that used by Napoleon. The Powerful Six-Cylinder

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300,000 Persons Who Value a Dollar Drive a Maxwell

ONE reason—and the main one—why persons change from one car to another after a year's use is this: the cost is too much to keep it running.

A Maxwell possesses the prized virtue of staying out of the repair shop and running and running and running. This is why.

Raw materials are purchased in large quantities and for cash. Economy No. 1.

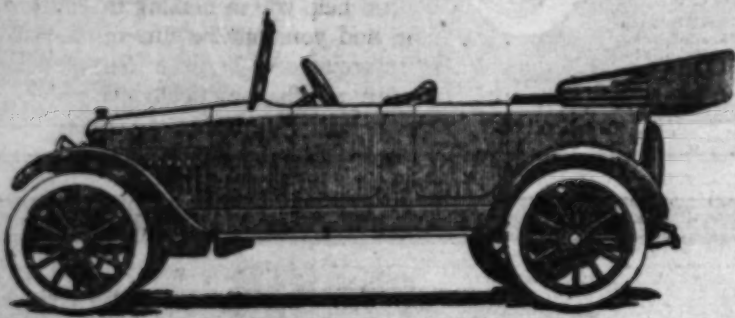
There are no engineering knick-knacks in a Maxwell. Economy No. 2.

The road engineer who spends 12 months a year testing Maxwell cars for weaknesses, and who has driven a motor car further than any living man, finds the "mistakes" before they get into production and are therefore not passed on to you. Economy No. 3.

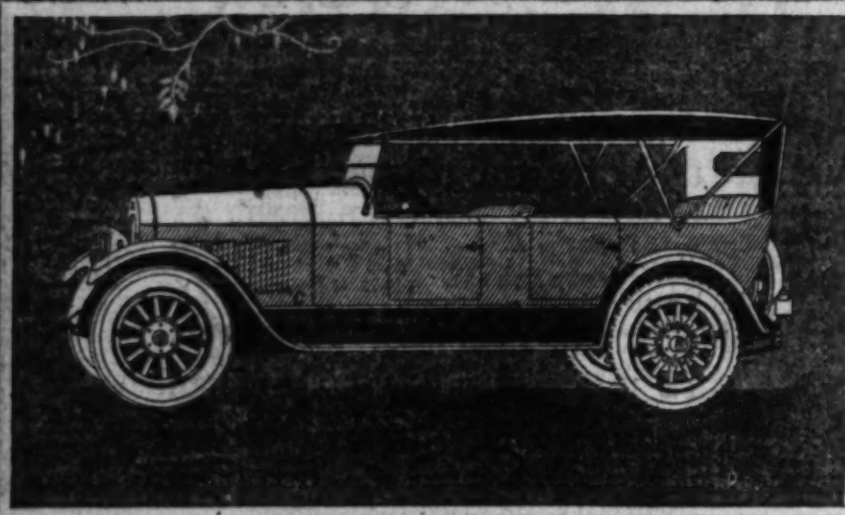
Maxwell cars are built on the original chassis plan laid down 5 years ago. 300,000 have been built to date. Doing one thing always results in doing it well. Economy No. 4.

All "temperament" is taken out of the car by the engineering department so that it is well nigh impossible to find a Maxwell with an "uneven disposition". Economy No. 5.

There are 25 others. These fortify you against after-trouble in a Maxwell. That is why you can be doubly sure on a Maxwell if you value highly a thrifty dollar. Most persons do, and 300,000 of them drive Maxwells.



Harold L. Arnold
Motor Car Merchant
7th and Grand Ave.
Branch at Santa Barbara



Cole Aero-Eight

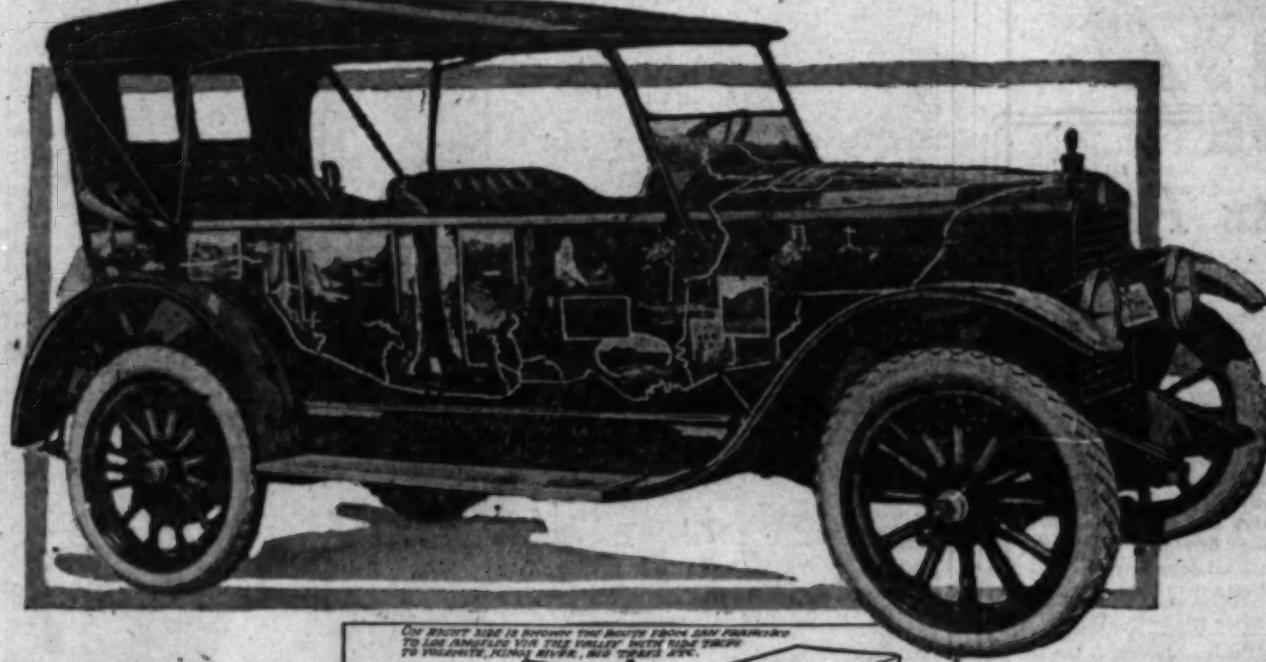
DOUBLE THE RANGE OF PERFORMANCE
HALF THE COST OF OPERATION

Eight Exclusive Body Styles

Driving Motor Car Co.

Flower Street at Eleventh

COLE MOTOR CAR COMPANY, INDIANAPOLIS, U.S.A.



OUTPUT TO SHOW SOME SHORTAGE

Admitted in Spite of Unusual Exertions.

Manufacturers Doing Best to Satisfy Demand.

Price Cut Out of Question at the Present.

"Because it is conservatively estimated that the output of cars this year will be 260,000 short of foreign and domestic demands, this in spite of unusual exertions on the part of the manufacturers to increase the volume of output, there can be no thought of a universal cut in prices for some time to come, in the opinion of P. H. Greer of Greer-Robbins, distributors in California and Arizona of the Chalmers."

"The tone and the demeanor of the show crowds in every city last winter and the volume of buying that has followed these exhibitions, shows that the great majority do not intend sitting quietly by awaiting a mythical avalanche of prices. This is the condition reported by distributors, from the cheapest to the most luxurious cars. We have delivered promised almost before cars have left the factory and our experience is only similar to that of distributors in other sections, according to the information we receive," said Greer.

"But it is not alone a matter of supply and demand that has to do with maintaining the present prices. The readjustment of plants from war work to a peace basis has been tremendously heavy, the cost of almost all material still remains high and must as long as the cost of everything else in the country. The prospects of quantity productions and cheaper automobiles cannot be anticipated."

LOCAL PRODUCTS GAINING FOOHOLD.

SALES MANAGER OF GASOLINE PUMP FURNISHES OPTIMISTIC REPORT.

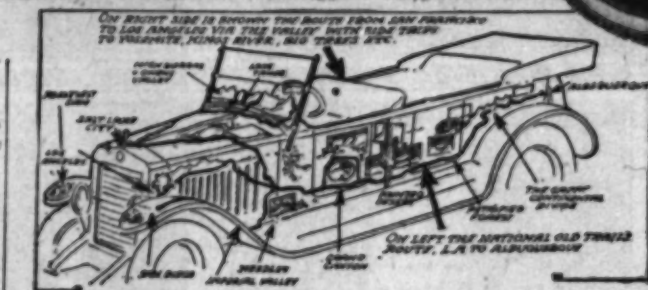
That Los Angeles products are gaining a strong foothold in the north is evidenced by a report of P. C. Joy, sales manager for the Boyle Dayton Company, manufacturers of the Champion air operated gasoline pump. Mr. Joy has been in the northern part of the State for the past two weeks and reports a very satisfactory business. He has just placed the agency for the Boyle Dayton products with James Remick & Co., Inc., of Sacramento. To quote Mr. Joy's report, "the Boyle Dayton air-operated pump is causing quite a bit of commotion in Sacramento, where it is considered quite a novelty to see a gasoline pump operating apparently of its own free will and volition, and the attendant at a filling station putting oil in a motor while the pump is going it alone. The saving in time is appreciated by motorists wherever they come in contact with one of these famous Boyle Dayton pumps. That is on his way home, but will stop at Fresno and Bakersfield before returning to Los Angeles. The Western Auto Store Company and the Studebaker garage in Bakersfield have recently installed Boyle Dayton air operated pumps, and not long since an order was booked for three of these pumps to go to Vancouver, B. C."

ALUMINUM IS REALIZED BY FEW.

VALUE OF THIS PRODUCT IS NOT YET RECOGNIZED BY OWNERS.

Few owners of motor cars realize the important part taken in the modern car's construction by aluminum. There are fifty-eight aluminum parts in the passenger car, and they range in size and importance from a bearing cap to the complete body. In some cars the use of this metal is even more general, as there are some engines built almost entirely of it. Thirty per cent. of the parts of the Liberty engine were made of aluminum.

The future of aluminum is very bright, and this fact is one ray of hope to automobile manufacturers, states H. C. McVay, the local representative of the Oakland six. There is no scarcity either in the source of supply or production. As 95 per cent. of the world's supply last year was diverted to war uses, its economical use with the return of peace in the automotive engineering is apparent. Aluminum only became commercial in the last decade of the nineteenth century, and the aluminum industry may be said to be in the same stage today as was the steel business in the days of the first Carnegie mills.



This is the Traveling Map of the Great and Wonderful Southwest. It is the beautiful Essex flyer painted by Charles Hamilton Owens and showing scenes in colors of the beauty spots of the Southwest. The lower diagram shows the map arrangement on the side of the car which is not visible in the photograph.

A PICTORIAL TRAVELOGUE.

"The most unique car ever seen in Los Angeles is the way many people describe the Essex flyer," said Harold L. Arnold, owner of the car, and the man who distributes Essex cars in Southern California.

"The first time this pictorial travelogue appeared on the business streets last week it attracted so much attention the crowd blocked the sidewalk."

"What astonished people who closely examine the paintings, and especially those who know the subjects and scenes, is the absolute truthfulness which Artist Owens has incorporated in every picture."

"Never before has anyone attempted to bring to Los Angeles the vastness and beauty of the great Southwest. To do so by showing the painted desert, the Grand Canyon, the

stirred forest, the natural bridges of Utah, snow-covered San Francisco peaks of Northern Arizona, the Apache trail, Roosevelt dam, Castle Dome Mountains, Yosemite Valley, Sequoia big trees, Mt. Lassen in eruption, and the king of all peaks, Mt. Whitney, all on a motor car, and in the high-class art so skillfully depicted by Charles Owens, is so much out of the ordinary it is not to be wondered at that the Essex flyer commands the attention of everyone."

"The demand that the Essex flyer remain in Los Angeles is so great I have decided to hold it here for the month of May. We will keep it on the streets as much as possible during that time so that many who would not have time to come to our showroom will have a chance to enjoy the wonderful scenes painted on the car."

LICENSES FOR DEALERS.

One of the underlying principles of the Used Car Dealers' Association of Southern California was to stamp out the unscrupulous dealer who took advantage of the used car buyer in the conduct of his business. In order to carry this work out effectively, they engaged the services of a man specially qualified in this work, whose duty it is to see that all used car dealers have city licenses, to see that all advertisements inserted by used car sellers are legitimate and in accordance with the printers' ink ordinance.

So far from fifteen to twenty-five cases have been run down daily, and timely warning has been given to those offenders who have been openly violating the law. Strange as it may seem, one of the first offenders to come within the toils of the investigators was a salesman employed by the Used Car Dealers' Association, and at a meeting of the association a question arose whether this man should be prosecuted, if prosecution was possible or not, and it was unanimously agreed that, inasmuch as he was associated with the members of the association, a

much more diligent prosecution of his case should be made, that the association was organized, not for protecting its members in the violation of the law, but in the protection of the motoring public in just such cases.

Every case of misrepresentation or false advertising is to be thoroughly investigated, the offender brought before the court, and a conviction sought for, for the members realize that only by these means can the reliability and stability of the used car business become recognized by the public at large.

GERMAN PLEASURES TO PAY COST OF WAR.

(BY A. P. FOREIGN CORRESPONDENCE.)
BERLIN, March 9.—The German pleasure seekers will be called upon to pay a considerable part of the cost of war through a special amusement tax which will form an important part of the government's new financial policy. The tax will apply to admissions to theaters, concerts, the movies and dances. Starting at 10 per cent. on the cheaper tickets, it rises to 50 per cent. on the price of better seats.

The passion for amusement after long years of war is so great that the tax is not expected to discourage attendance at theaters. Gambling is in great favor in Germany just now, and the playing card tax, which in ordinary times would be considered prohibitive, is expected to have practically no effect on sales of cards.

COMMISSIONER SAYS BAY RUM BEVERAGE.

(BY A. P. CORRESPONDENCE.)
CHARLESTON (W. Va.) April 22.—The sale of bay rum in West Virginia, except when denatured, is in violation of the State prohibition law, according to notification sent to all druggists by State Tax Commissioner W. E. Hallahan.

The commissioner states that he has not been disposed to interfere with the sale of bay rum for medicinal purposes, but in view of continued complaints that are made regarding the sale of the preparation, he is forced to place it under a ban. Bay rum may be sold, said Mr. Hallahan, when it has been denatured so as to make it absolutely impossible as a beverage.

EARL
LOS ANGELES

Designers and Builders of Custom Made Bodies

EARL AUTOMOBILE WORKS
1247 SO. LOS ANGELES ST.
MAIN 17864 HOME 23856

CAMBRIA SPRINGS BUMPERS AND WHEELS
For That Replacement A Cambria Spring

BUMPERS
Bumpers are a necessity, your bumper may be the only thing between you and an ugly accident. Cambria's Spring Steel Bumpers are the best we know. A good bumper is one form of accident insurance. Install Cambria Spring Steel Bumpers on your car NOW.

WHEELS
Cambria wheels are made from second growth hickory, every piece carefully selected. The finished wheel is all that brain and skill can produce. We make wheels that stand the strain, for auto or truck. If you need a wheel you need our service.

Our Phones: Main 1076, 65233.
CAMBRIA SPRING COMPANY, INC.
916-918 South Los Angeles Street

REAL SURPRISE TO LOCAL MARK

That St. Louis-made automobiles are to be found in South America and Europe may be a surprise statement to some motorists, but the statement is a fact. The last two weeks the Motor Car Company of St. Louis shipped fifteen limousines and touring cars to Alberto Acosta at Lima, Peru, Chile, and other places. Within two weeks the plant will be in full production after readjustments from the war work.

TIRES! LOOK

RECONSTRUCTED
Our Own Machinery
65% SAVINGS
WE GUARANTEE

Size	Price	Value
28x3	\$ 7.00	\$2.00
30x3	8.00	2.50
30x3 1/2	9.50	3.00
32x3 1/2	12.00	3.50
31x4	13.50	4.00
32x4	13.75	4.50
33x4	14.00	4.50
34x4	15.00	4.50
34x4 1/2	17.50	5.00
35x4 1/2	18.50	5.50
36x4 1/2	19.00	5.50
37x5	22.50	6.00

NON-SKIDS \$1 EXTRA

Remit 10% With Mail Order
Over 30,000 Satisfied Customers
VULCANIZED and RETREADING
BY
EXPERT TIRE MEN
Tire Construction Co.
(Incorporated)
1243-45-47 So. Olive St.
John L. Tinsley, Inc. & Co., Los Angeles, Cal.
Branch No. 2
129 E. 8th St., San Bernardino
Open Daily 7-11, Open Sunday 10-11
Main 2775

GET READY

for summer touring with efficient carburetor, this means satisfaction and time and money saved. Equip with

Miller Carburetor
Proven Best in Every Test
City Sales and Service
HARRY A. MILLER
Manufacturing Co.
So. L. A. at 17th

WILL EXPAND BIG FACT

ern Firm Spread Peace Business.

New Buildings a Put up, Soon.

Five Thousand be Employed.

reaching news of the expansion plans of the Oldsmobile plant in 1919, J. W. Lee, the automobile company's name, returned to the plant after a visit to the plant. Lee's trip was the subject of interest in California, and Lee's figure as to the number of new buildings to be built during his absence was a figure as to the number of new buildings to be built during his absence.

At least seven new buildings will be built during the next few weeks. Lee's trip was the subject of interest in California, and Lee's figure as to the number of new buildings to be built during his absence was a figure as to the number of new buildings to be built during his absence.

In addition to the new building, consisting of 600 feet long, it will also contain four stories. Lee's trip was the subject of interest in California, and Lee's figure as to the number of new buildings to be built during his absence was a figure as to the number of new buildings to be built during his absence.

For the past twenty years the Oldsmobile plant has been the best evidence of the expansion plans of the Oldsmobile plant in 1919, J. W. Lee, the automobile company's name, returned to the plant after a visit to the plant. Lee's trip was the subject of interest in California, and Lee's figure as to the number of new buildings to be built during his absence was a figure as to the number of new buildings to be built during his absence.

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COME US AND LE

CHEVRO

412-14 We Phone

There is an "Exide" Battery for Your Car



31 Years America's Leading Batteries

—And when you put an "Exide" Battery in your car—you have electrically perfected the nerve system of your motor and lighting.

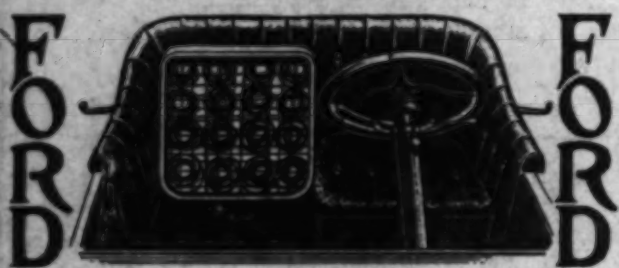
Ask any disinterested battery expert the name of the World's best storage battery—He will always answer "Exide."

Come in and Let Us Explain Why "Exide's" Are Always Best.

Kay & Burbank Co.
11th and Figueroa Sts. Los Angeles.

242-212 No Main St. Santa Ana
355-1719 Fair Oaks Ave. Pasadena
Auto Electric Co. 325 G St. San Bernardino

ANOTHER Dwyer Manufactured Product



A set of divided seat cushions with better springs and real curved backs—durable, comfortable and convenient. **\$12.50**

We are now including a set of these divided seat cushions in our special bargain offer of a brand new FORD TOURING BODY and a brand new five-horse one-man top with 60-inch heavy glass back curtain—and the price still is **\$90.00**

Dwyer

114-134 West Washington St.—Just West of Ball Park.

If You Don't Believe Us

Ask the Man Who Owns One
Over 400 Prominent Los Angeles Motorists
Use the

Universal Super Carburetor

and KNOW that

- It DOES Remove ALL Carbon from the Engine.
- It DOES Forever After Keep the Engine and Spark Plugs Clean and Free from Carbon.
- It DOES make the motor Run Velvety Smooth.
- It DOES give More PEP and Quicker Pick-Up.
- It DOES Lubricate the Engine BETTER.
- It DOES make the engine Run COOLER.
- It DOES Save 15% to 50% Gasoline or Distillate.
- It DOES give greater DRIVING PLEASURE.
- It IS Absolutely AUTOMATIC in operation.
- It DOES NOT INTERFERE with the Regular Carburetor but works in CONNECTION with it.
- It Cannot Get Out of Order or Adjustment and NEVER NEEDS ATTENTION.

You can order the Universal Super Carburetor through—

Apperson Motor Car Co. 1355 South Flower.
Broadway Department Store Auto Dept.

Nelson & Price, Eleventh and Olive.
Phillips Auto Shop, 1382-44 W. Washington St.
Sixth and Lake Garages, Sixth and Lake Sts.
P. E. Supply Station, 609 South Los Angeles St.
Flower Street Garage, 528 South Flower St.
Plath Auto Electric Co., 710 W. Pico St.
Wright Service Co., 8655 So. Hollywood Boulevard
Liberty Rubber Co., 902 South Los Angeles St.
Sunset Specialty Co., 210 West Eleventh St.

The above are a few of the more prominent firms who RECOMMEND and SELL them.

We give a written RECEIPT GUARANTEEING MONEY BACK IF ALL our claims are not substantiated on your own car in 30 days. See it in operation on an Apperson Eight at our Store and Service Station. Installed while you wait or phone for appointment. Send for Descriptive circular.

Price \$15 Net, Cash, Installed.
Good Exclusive Territory open to Responsible Dealers. Write us.

Universal Super Carburetor Co.
Priester & Bayha, Los Angeles Dealers
Phone 23285 1315 South Figueroa Street

WITH THE CHECKER PLAYERS.

NOTES AND PROBLEMS.

PUBLICATION IN THE REALM OF CHECKERS.
BY JOHN DOUGHERTY.

MAY 4, 1919.
CHECKERS HEADQUARTERS, 710 Mission Building. All chess and checker players are invited to send in their contributions, or write the secretary, D. H. Brown, at the checker headquarters.

AMONG THE FANS.
In the first round of the state club tournament, Walter defeated Brown, 2 to 1, and drew Wright. Wright, however, by the same score, and Dougherty beat Whitehead, 2 to 1, and drew Nichols and Wagner. He has not played since then. In the next round Walter won 2 to 1, and Wright made the winner of the Nichols-Wagner match.

On February 29, April 18, All-American best All-American by the score of 17 to 20 and 44 draws game.

It is noted that the master's journey, defeated Dougherty, who took second prize, by the score of 2 to 0 and 1 draw. Mr. Hill and Mr. Brown had to be content with third and fourth prizes.

Reverell, who has been out of the city for several months, is expected to return. As soon as the club tournament is finished, one for the city championship last year and the boys are anxious to see if he can repeat.

PROBLEM NO. 234 (Solved).
By Arthur Unknown.
Black—K, B, N, R, P, King 13.



White—K, B, N, R, P, King 14, 15.
Black to play and win.
PROBLEM NO. 235 (Solved).
By Arthur Unknown.
Black—K, B, N, R, P, King 13.



White—K, B, N, R, P, King 14, 15.
Black to play and win.
PROBLEM NO. 236.
By R. H. Brown.



Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 237.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 238.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 239.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 240.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 241.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 242.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 243.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 244.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 245.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 246.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 247.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 248.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 249.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 250.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 251.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 252.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 253.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 254.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 255.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 256.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 257.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

WASHINGTON IS CREW WINNER.

Captures Three-Mile Varsity Rowing Event.

University of California Finishes Second.

Berkeley Institution Takes the Freshmen Event.

(BY A. P. HUNT WITH.)
OAKLAND (Cal.) May 3.—The University of Washington crew won the varsity three-mile race here today. The University of California racing crew was second and the Stanford University crew finished third. The finish was thrilling.

Washington winning by a superb man spurt the last fifty feet of the grueling three-mile course. California led in the last 200 yards up to the time of this spurt. The three crews caught the water together at the crack of the pistol. California quickly began to draw away. At the half mile California was leading by one length with Washington second and Stanford bringing up the rear one-half length behind the Northwesterners. California was rowing thirty-two strokes a minute, while Washington was hitting it up at thirty-four. At the beginning of the second mile California and Washington still maintained their relative positions while Stanford, gradually dropping behind, was three full lengths to the rear. At times Stanford splashed badly. The California crew pulled a clean powerful stroke and apparently was not exerting itself. At two miles California hit up its stroke to thirty-six and Washington, in a desperate effort to overcome the lead, increased its stroke to thirty-eight. Stanford, after the two-and-one-half-mile post, was hopelessly out of the race, being fully six lengths behind. Washington, hitting up its stroke, gradually caught up until only a one-half length separated the two shells. The California crew again, mindful of the danger, was urging his crew to greater effort and the blue blades bent to the strain. At various points along the estuary crowds cheered the oarsmen as they flashed past. The water was calm and there was no wind, conditions being almost ideal.

On account of his injury in the first game of the week, Baugh was not in the pitcher's box. Walker pitched six innings and Antea relieved him the last three. The Fullerton boys were batting well, and as a result were able to get in an occasional single, although at no time did they get more than two in an inning.

HOPE TO WIN FROM SAN DIEGO.
Pomona's only hope of getting into the final race for the league championship is to defeat San Diego a week from today, when they go to San Diego for their next game. San Diego defeated Fullerton, 3 to 0, and it is said that they have a strong team, but if Pomona can defeat San Diego, it will place her on an equal footing with San Diego and Fullerton, for each will have lost one game.

Although his arm was much better yesterday, Johnny Baugh was advised not to pitch the game yesterday, but it is expected that he will pitch the San Diego game, and if the boys show the same improvement in fielding as they did yesterday, the prospects are bright for a good game with San Diego.

The following was the line-up in yesterday's game: Hopkins, catcher; Walker and Antea, pitcher; Frater, first base; Brady, second base; Anderson, third base; King, shortstop; Conner, left field; Orvington, center field, and Baugh, right field.

Powkes batted for Conner in the ninth inning.

No game of baseball in La Verne was ever so largely attended. Business men closed their stores and offices, and hundreds of ranchers from the surrounding country attended. All three sections of the bleachers were completely filled, with many standing. School yells were a big feature of the afternoon, but the creating the most sport was that of the Bonita school in which a coffin bearing the La Verne goat was slowly carried about the grounds as in a funeral procession. At the close of the game the goat was paraded through the streets of the city, much to the merriment of the spectators.

Bonita has a good chance for the league championship, the high school boys having played three games with out a defeat. Norwalk, in the same league, has the same record, and it looks as if the two schools might play for the final honors.

No Doubt of It.
"Do you think Miss Chatters is an entertaining talker?"
My, yes; she can entertain herself for hours at a time.—[Boston Transcript.]

PROBLEM NO. 258.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 259.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 260.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 261.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 262.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 263.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 264.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 265.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 266.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 267.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 268.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 269.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 270.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 271.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 272.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 273.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 274.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 275.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 276.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 277.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

PROBLEM NO. 278.
By R. H. Brown.
Black—K, B, N, R, P, King 14, 15.
White—K, B, N, R, P, King 16, 17.
Black to play and win.

SAXON "SIX"

a car that will do what you expect it to do—and continue to do it willingly without complaint—and do it at small cost.

\$1195
f. o. b. factory

The Continental Motor, Timken bearings, Timken axles and other parts of equal dependability are guarantees of thoroughbred performance.

J.V. Baldwin Motor Co.
12th and Olive Streets

can often be avoided by lining (glazed by gasoline. Generous due to poor lining that are not common.

Insist that Ray applied to your correctly counter twelve months of a passenger car proportionate size.

Identify The Raybes Bridge.

THE THERMOID TIRE

Made of Non-Porous Rubber Compound

The Basic weakness of average rubber eliminated. Toughness greatly increased one inch strip stretches to 7 1/2 inches.

Such rubber loses its original strength elasticity during hard use. Heat and friction the result of constant driving, give-and-take the road-bed, starting, stopping, turning, etc.—cause marked deterioration of "porous" rubber. Both toughness and elasticity are reduced. It is then more susceptible to cutting, chipping, water wear, are forced to final rapid sand tread and dried tires.

That is the question four tire men investigated several years ago. Two were chemists, and two, practical men.

They had discovered after careful study that one of the chief weaknesses of average rubber is a "porous" condition.

After lengthy experimenting, they perfected the famous creole compound that goes into Thermoid Tires and Tubes.

These basic weaknesses are absolutely eliminated by this new non-porous compound.

Thos. L. Rich
Distributor Southern California
Exclusive Proposition to Dealers
539 SOUTH LOS ANGELES STREET
Write for proposition—Broadway 5630

Resilience retained

UTILITY TRAILERS

Model B. Special Dumping Trailer

Build in two sizes—four and six ton capacities. Equipped with adjustable axle to accommodate different loads. These solid steel trailers in fact.

Lumbermen say universally: "This dumping UTILITY Trailer is the best thing we have seen yet."

All lumber yards have them. Over 300 in use in Southern California.

Utility Trailer Sales Company
1421-23 South Main Street,
Los Angeles, California.

Rims and Rim Parts

For All Makes of Cars

Only Complete Stock in the West

—Distributors of Firestone Rims—

KEATON TIRE AND RUBBER COMPANY

Homa of the Keaton Non-Skid Tire.
437-9 West Pico Street,
Los Angeles.

Main 389

Put a Set on Your Car Today

Are Simple, Effective and Durable

SUNSET SPECIALTY CO.
210 West 11th Street Bdw. 5721 Los Angeles

SEE THE IMPROVED Pritchard Wind Deflectors

Our newly designed and perfected curved brackets and the rubber cushions on each side of the glass make our wind deflectors rattle - proof, break - proof. Pritchard wind deflectors not only protect the occupants of the car from annoying winds and dust, but add a note of distinction to the finest automobile. We invite you to call and see the improved Pritchard Wind Deflectors. Their attractiveness, simplicity and value will appeal to you.

1.—See that Curve: It permits the glass to be adjusted at different angles.
2.—Rubber Cushion: Makes flexible contact point, and prevents rattling or breaking.
3.—Adjusting Slot: Allows glass to be adjusted for ventilation in hot weather.

DODGE BROTHERS BUSINESS CAR

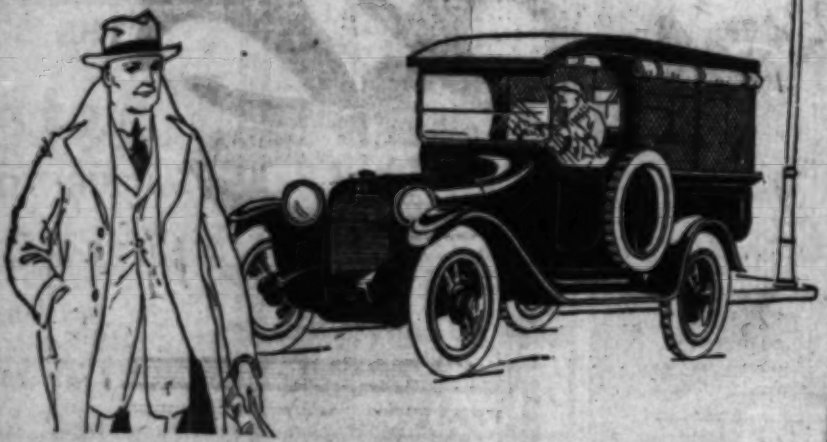
Users will tell you that repairs are infrequent and replacements almost unknown. For that reason it keeps almost continuously in service, and the cost of delivery is held down.

The haulage cost is unusually low.

ALBERTSON MOTOR COMPANY

Eleventh and Hope

Pico 3002 Automatic 60004



GOOD Used Cars—the classified columns of The Times
contain Hundreds of More offers to select from than any other Los Angeles newspaper.

Ford

THE UNIVERSAL CAR

The reason there are so many Ford cars in use every day is because the Ford car is the most useful utility in human activity today. If you want one, place your order with any one of the dealers listed below, as soon as possible, because the factory hasn't reached normal production since the war, and we are not getting as many as we want, and first come first supplied. Run-about, \$500; Touring Car, \$525; Coupe, \$650; Sedan, \$775; Truck Chassis, \$550. These prices are f.o.b. Detroit.

**Get
Busy
Today**

See the Ford Assembling Contest at Grauman's Theater, 3rd and Broadway, Week May 5 to May 11.

Any of the following dealers will be pleased to take your order and make as prompt delivery as possible. Because of present conditions it is suggested that the sooner you leave your order, the sooner you will get your car.

Clark & Cokerly, 2219 W. Pico.
Dunham, W. D., 1250 W. Seventh St.
Fahy-Atterbury Co., 1042 S. Grand.
Finch, B. A., 221 E. Sixth Street.
Fleming, A. L., 1825 E. First Street.
Gray Motor Car Co., 1716 Cahuenga Avenue, Hollywood.
Heinie Auto Sales Co., 1914 S. Main.
Hubbard Auto Sales Co., 761-763 S. Central Avenue.

Hughson Co., Wm. L., 10th and Olive.
Moore, Jos. A., 801 Fair Oaks Avenue, South Pasadena.
Nadeau, J. A., 1601 Nadeau.
Noll Auto Co., 1931 N. Broadway.
Smith, Jesse E., 400 E. Broadway, Glendale.
Smith, Wm. E., 707 E. Colorado, Pasadena.
Tupman Co., W. L., 3548 S. Vermont.

It will pay you to know the Ford dealer in your neighborhood.

HORSE SHOW IS A BIG SUCCESS.

Cloudy Weather Fails to
Dampen Ardor.

Sixteen Heavyweight Ponies
Prove a Feature.

Miss Esther Hammond Drives
Five Mounts.

(EXCLUSIVE DISPATCH)

SANTA BARBARA, May 3.—Lowering clouds and a fine mist did not dampen the ardor of the people in regard to the Santa Barbara Horse Show. The second performance began promptly this morning in the exhibition ring of the Belvedere grounds, in the presence of a good crowd. Spirited as the sport was at yesterday's opening, the initial events of this morning were still more thrilling.

Class for heavyweight polo ponies drew out sixteen entries of as fine animals as have been gathered together in any ring recently. Considering that the government combed the country during the late war, it was doubted that such splendid specimens could be assembled. Charles W. Dabney, Jr., gave a splendid exhibition of riding "Murphy," which judges declared to be the finest polo pony of the day, though winning over the choice entries of Thomas Mangan's string was no easy matter.

Miss Esther Hammond of Montecito, distinguished herself by riding five different mounts in the jumpers class, owing to a shortage of ladies able to take the hurdles. She put over winner handily, "Miss Murphy" owned by Thomas Mangan. Mrs. A. G. Stevens of Pasadena, on "Alta," was close second, with Miss Elizabeth Hammond, on "Ginger," third. Mrs. A. K. Bennett of Pasadena, made an excellent showing with "Sweetheart" although she has not been in the saddle for several years.

One of the most picturesque events of the entire horse show was the contest in class thirteen for officers' mounts, the riders being in uniform. Lieut. A. D. Langbourne of the British army won this class. He recently came to Santa Barbara to recover from the effects of being gassed in the trenches. Others who rode in this event were Lieut. Alfred Mudge, Sergt. Deering Davis, Lieut. M. D. Evans and Lieut. J. J. Williams. Owing to shortage of military men, not all of the entries could be shown.

Three classes for juvenile riders developed some pretty contests and the young horsemen and horsewomen showed their pet ponies in fine style. Little Margaret Rock of Montecito carried off most honors, with Edna Vandever of Santa Barbara, second.

Results of the morning events follow:

Class 16—For best girl rider under 16, C. W. Dabney trophy: First, Miss Edna Vandever (Santa Barbara) riding Cachuma; second, Miss Margaret Rock (Montecito) riding Romeo; third, Miss Betty Ann Vail (Los Angeles) riding Captain.

Class 17—Heavyweight polo ponies, Maryland Hotel cup: First, Murphy, owned by Charles W. Dabney, Santa Barbara, ridden by C. W. Dabney, Jr.; second, Flying Fox, owned and

ridden by H. Vanden Heuvel, 211 Centro; third, Kitty, owned by Thomas Mangan, Thornton, and ridden by Maj. Max Fleischman.

Class 14—Children's ponies, Hotel Green cup: First, Romeo, owned by Robert Gudgson and ridden by Miss Margaret Rock; second, Blacky, owned and ridden by Miss Angie Keeney, Santa Barbara; third, Jasper, owned and ridden by Miss Mary Vandever, Santa Barbara.

Class 13—Horses suitable for officers' mounts, the Ambassador (Atlantic City) trophy: First, Lady Mack, owned by E. Palmer Gavit, Montecito and ridden by Lieut. A. D. Longbourne; second, Miss Murphy, owned by Thomas Mangan, Thornton, and ridden by Sergt. Deering Davis; third, Jack Parshing, owned by Crown City Saddle Livery, Pasadena, and ridden by Lieut. J. J. Williams.

Class 12—Ponies not exceeding 14-2, riders under 16, the Huntington trophy: First, Lord Robs, owned by Robert Gudgson and ridden by Miss Margaret Rock; second, Cachuma, owned and ridden by Miss Edna Vandever; third, Perfection, owned by Crown City Saddle Livery, Pasadena, and ridden by Miss Betty Ann Vail, Los Angeles.

Class 10—Jumpers and jumpers, ladies to ride, Palace Hotel cup: First, Miss Murphy, owned by Thomas Mangan, Thornton, and ridden by Miss Esther Hammond; second, Alta, owned by R. L. English, Chino, and ridden by Mrs. E. Stevens; third, Ginger, owned by Mrs. Fiske Hammond, Montecito, and ridden by Miss Elizabeth Hammond.

As a direct result of the excellent showing made by Rifle, the crack hunter belonging to Thomas Mangan, on the Belvedere grounds, in the Horse Show competition here, G. Maurice Hackshier bought the hunter. The price is said to have been a handsome one. Hackshier is rapidly acquiring all the desirable sporting horses on the Pacific Coast. He is said to be planning to have the largest stables in the West on his recently acquired property, the famous Hope ranch, adjacent to Santa Barbara.

Winners of yesterday's horse events were awarded the following cups: Charles W. Dabney, Palace Hotel trophy, novice polo class; R. L. English, Bluebird trophy, five-gaited saddle-horse class; C. W. Dabney, Jr., John F. Diehl cup, lightweight polo class; Mrs. A. G. Stevens, D. M. Leonard cup, ladies' saddle-horse class; Miss Esther Hammond, best pair of ponies, H. C. Cox cup; Thomas Mangan, C. C. Tanner trophy, three-gaited saddle-horse class; Thomas Mangan, H. H. Harris cup, qualified jumpers class.

Santa Barbara's first annual Horse Show came to a successful close tonight with a ball in the main lobby of the Belvedere. It was decorated with horses "cut-outs," saddles and all sorts of equestrian paraphernalia. Most of the participants remained over for the dance. Loans Graham, the New York Winter Garden dancer, gave a unique exhibition. It was agreed by all that next year's Horse Show will surpass the first, although it is admitted that a stiff pace has been set.

Horses at the Santa Barbara Horse Show on the Belvedere grounds were occupied by:

Mrs. Fiske Hammond, hostess; Mr. and Mrs. Ralph Radcliff Whitehead, Mr. and Mrs. Alfred Edwards, Mrs. Albert Bason and Mrs. Harrison John Egan, guests.

Mr. and Mrs. Frederick F. Penobly, hosts; Mr. and Mrs. John D. Hopkin, hosts; Mr. and Mrs. Arthur Ogilvy, Jr., Miss McCoy and Hobart C. Chaffield-Taylor.

Dr. and Mrs. Benjamin Brodie, hosts; Mr. and Mrs. George Payne Tallant, Jr., Mr. and Mrs. Harry Ganta, Mrs. James Cady, Miss Mary McLaughlin, Miss Genevieve Tallant, Miss Otelle Hanson, James Parramore and Tallant Tubbs.

Mr. and Mrs. Warner M. Leeds, hosts; Mr. and Mrs. David Parshall, Miss Lilla Forsythe, Miss Joy Leeds, Robert Snow, Dudley Pieper, Mr. and Mrs. Edward A. Caldwell, Mr. and Mrs. Joseph G. Coleman, Jr., and Dr. Ellis Jones, guests.

Mr. and Mrs. Frederick W. Leadbetter, hosts; the Misses Sally Leadbetter, Jane Hollister, Betty Leadbetter, Ella Brooks Barlow, Priscilla Treat, Clarice Denison and Priscilla Probst.

Mrs. Barnes Compton, hostess; Mr. and Mrs. Victor Alapea, Miss Polly Compton and James Mapea, guests.

Col. and Mrs. David T. Perkins, hosts; Mr. and Mrs. Charles Perkins, Mr. and Mrs. Tod Ford and Miss Marian Ford.

Mr. and Mrs. Talbot C. Walker, hosts; Mr. and Mrs. Duncan L. Edwards and Mrs. Arthur Orena, guests.

Mr. and Mrs. Frank H. Greene, hosts; Mrs. Eleanor Doe and Mrs. Louis Long, guests.

Mr. and Mrs. Alfred Erskine Brush, hosts; Mrs. Austin L. Nestle, Mr. and Mrs. Harlow Frink, Mrs. Burton Elkins, Mr. and Mrs. Brush, Jr., and Charles Whacker.

Mr. and Mrs. Alvah Katma, hosts; Mrs. Maconduy Moore, Miss Laura Kaine, Miss Katherine Jones and Miss Cynthia Jones, guests.

Mrs. J. B. Culver, hostess; Mrs. W. R. Stone, Col. and Mrs. Charles H. Graves, guests.

Mrs. Ella Brooks Bolano, hostess; Dr. and Mrs. W. Jarvis Barlow, Mr. and Mrs. Edward Ashley Gilbert, Mrs. Edward Ashley Gilbert, Jr., Miss Elizabeth Walters and Frederick H. Stevens, guests.

Mrs. P. H. Murphy, hostess; Mr. and Mrs. Francis Price, Mr. and Mrs. Dwight Murphy, Mr. and Mrs. C. C. Murphy, Miss Mary Jean Hurdley and Dr. H. O. Koford, guests.

Mr. and Mrs. George F. Becker, hosts; Mr. and Mrs. Herbert Haas, Mr. and Mrs. Charles Clorbois, Mrs. R. F. Winchester, Miss Edith McCabe, Miss Nora Morgan and Clarence McDaniel.

Dr. and Mrs. E. J. Boeske, hosts; Mrs. B. T. Williams, Mr. and Mrs. W. H. Coleman, Mrs. E. L. Lynn, Miss Georgia Williams, Miss Dorothy Williams and Oscar Boeske, guests.

Mr. and Mrs. B. Lindvig, hosts; Mrs. D. B. Henriksen, Miss Lindvig, Miss B. Bryhn and H. B. Grun, guests.

A REGULAR "PROVIDER." A juvenile court officer was questioning the mother of several small children the other day and their conversation ran somewhat along these channels:

"Is your husband much of a provider?"

"He jest ain't nothin' else, ma'am," she replied. "He's going to give me some groceries providin' he gits some money. He's going to get some money, providin' he go to work. He's going to work providin' the job suits him and pays enuf. Yes ma'am—he's a regular provider."—[Columbus Dispatch.]

PERFORMANCE SPEAKS LOUDER THAN WORDS

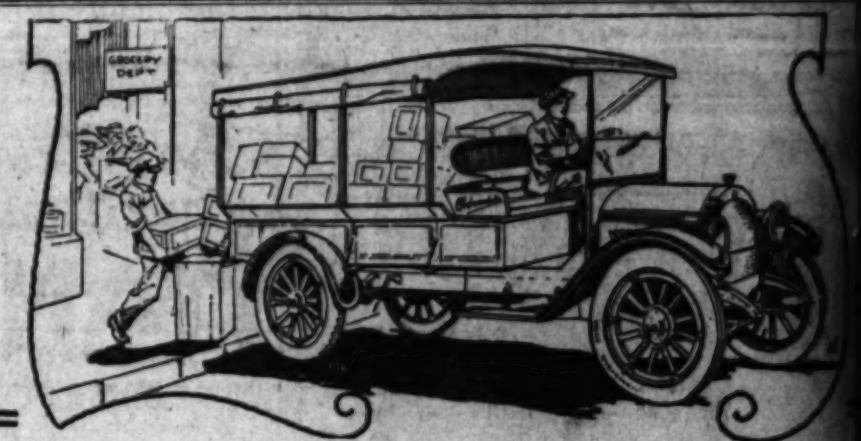
Motor stages must maintain schedules. They must withstand brutal abuse, day after day.

Over mountain and desert, in California and Arizona, where climatic and road conditions are severest, the new Studebaker big six is daily "making the grade" literally and figuratively.

Are you a prospective buyer? Then we urge you, without obligation, to drive one of our cars and put it to your own test.

In justice to yourself and to us, you cannot refuse this offer. Try it to your own satisfaction before you buy.

Maxwell & Hoffman
Distributors of
STUDEBAKER
AUTOMOBILES
1047 South Grand Ave.
LOS ANGELES
Phone 60439



A Modern Answer to Your Haulage Problem

The more you study the Oldsmobile economy truck the more you will be impressed by the multitude of good features it contains.

The huge pneumatic cord tires, the specially designed four-cylinder motor, the internal-gear drive rear axle, the electric starting and lighting system, are all typical of the most modern developments in truck building.

Every one of these features has been proven sound in commercial service. And, remember, the Oldsmobile truck is built by one of the oldest and strongest motor corporations in America.

Prices—With express body...\$1350
With cab...\$1295
F. O. B. Factory

J. W. LEAVITT & CO.
1150 South Figueroa Street

Oldsmobile

ECONOMY Truck

GOOD Used Cars—the classified columns of The Times
contain Hundreds of More offers to select from than any other Los Angeles newspaper.

MAY 4, 1919. [PART 1]

Los Angeles Sunday Times

MONDAY MORNING, MAY 4, 1919.

THE ONLY NEWSPAPER ROTOGRAPHURE SECTION WEST OF THE ROCKIES

LAST WORD IN MODERN PRINTING.

With the Pacific Squadron at San Diego.



Rear-Admiral Fullam.



Delivering mail by hydroplane to the Pacific fleet while at sea.

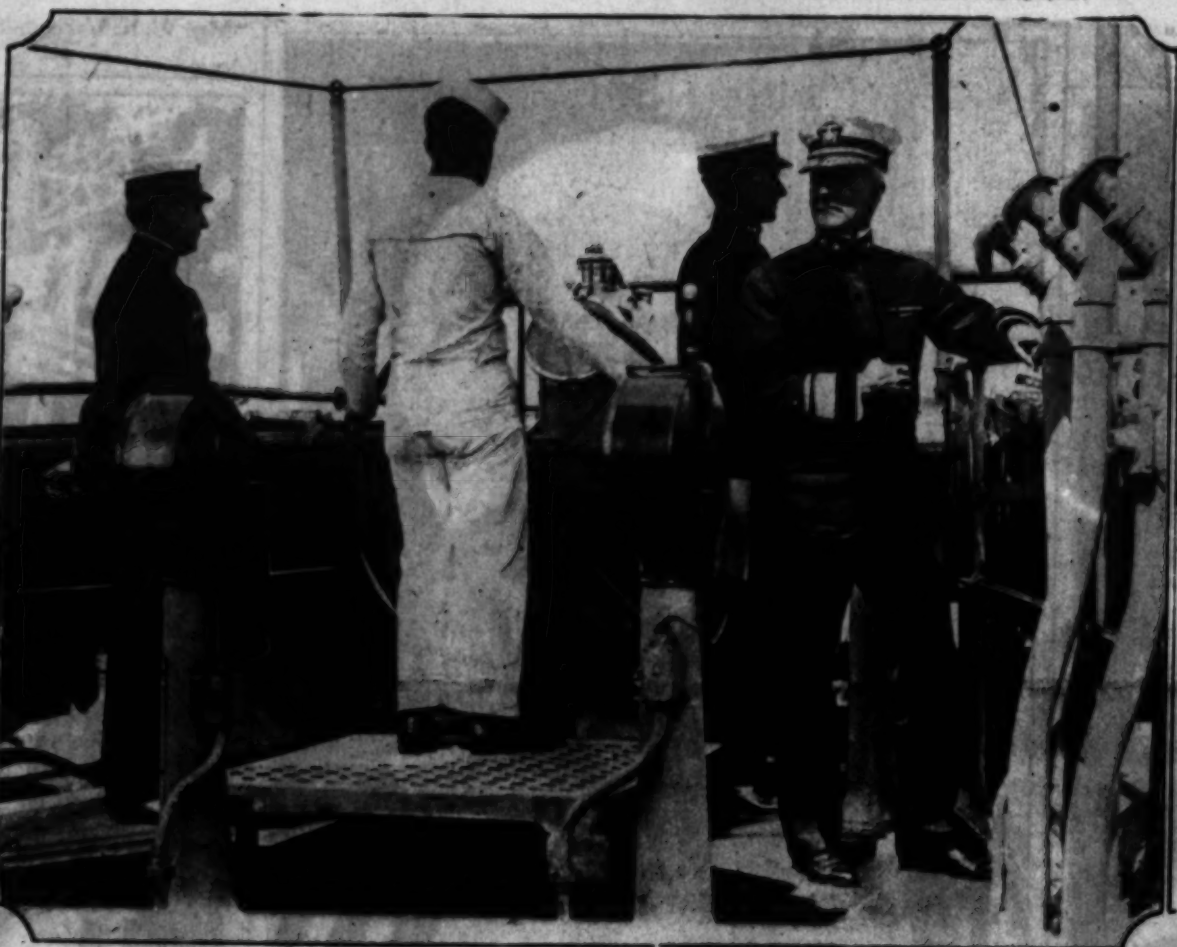
Photo by D. C. Vall, U.S.N. Photographer.



First-Commander J. A. Byers, Aide to Admiral Fullam.



Capt. C. P. Snyder, U.S.S. Minneapolis.



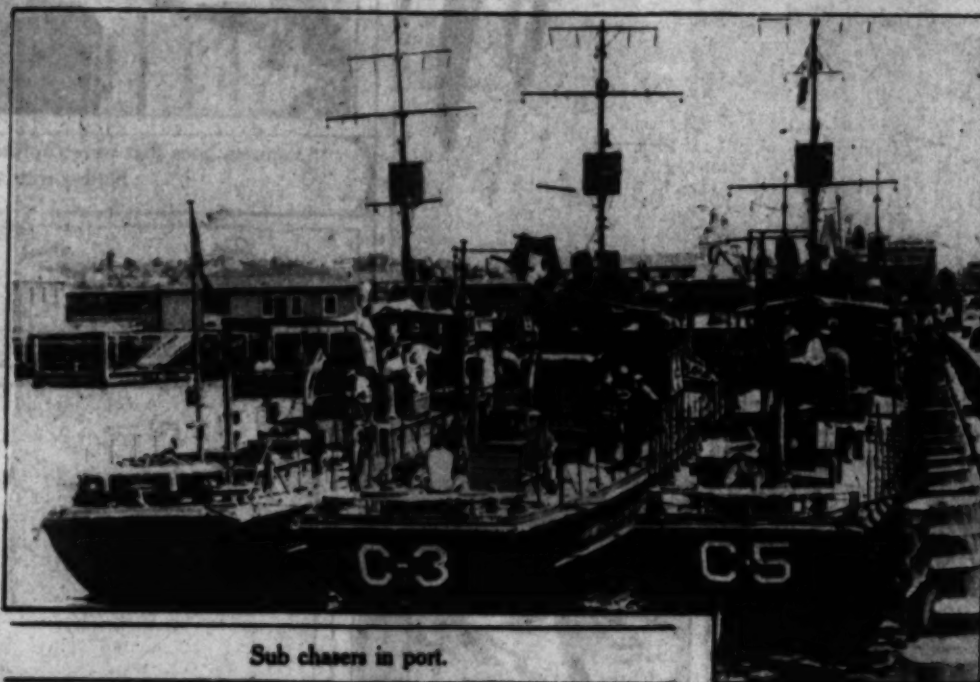
Rear-Admiral W. F. Fullam on the bridge of the flagship U.S.S. Minneapolis of the Pacific squadron.



The Yorktown in the distance.



Sailors getting ship furlough.



Sub chasers in port.



The ship's band plays during the captain's weekly inspection.



This gun crew on board the U.S.S. Minneapolis holds one of the highest scores in the American navy. Ensign D. W. Jones in charge rear center. Others from left to right, back row, Chapman, Chew, Cardow, Price, Patton. Lower row, Moore, Straedin, Tury, Mavis, Barnes and Hinkle.

PERFORMANCE IN THEIR WORDS

Are you a prospective buyer? Then we urge you, without obligation, to drive one of our cars and put it to your own test. In justice to yourself and to us, you cannot refuse this offer. Try it to your own satisfaction before you buy.



Answer to the Big Problem

mobile economy truck the by the multitude of good

res, the specially designed internal-gear drive rear axle, steering system, are all typical elements in truck building.

has been proven sound in remember, the Oldsmobile oldest and strongest motor

body...\$1350
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ATT & CO.
Gueroa Street

mobile truck

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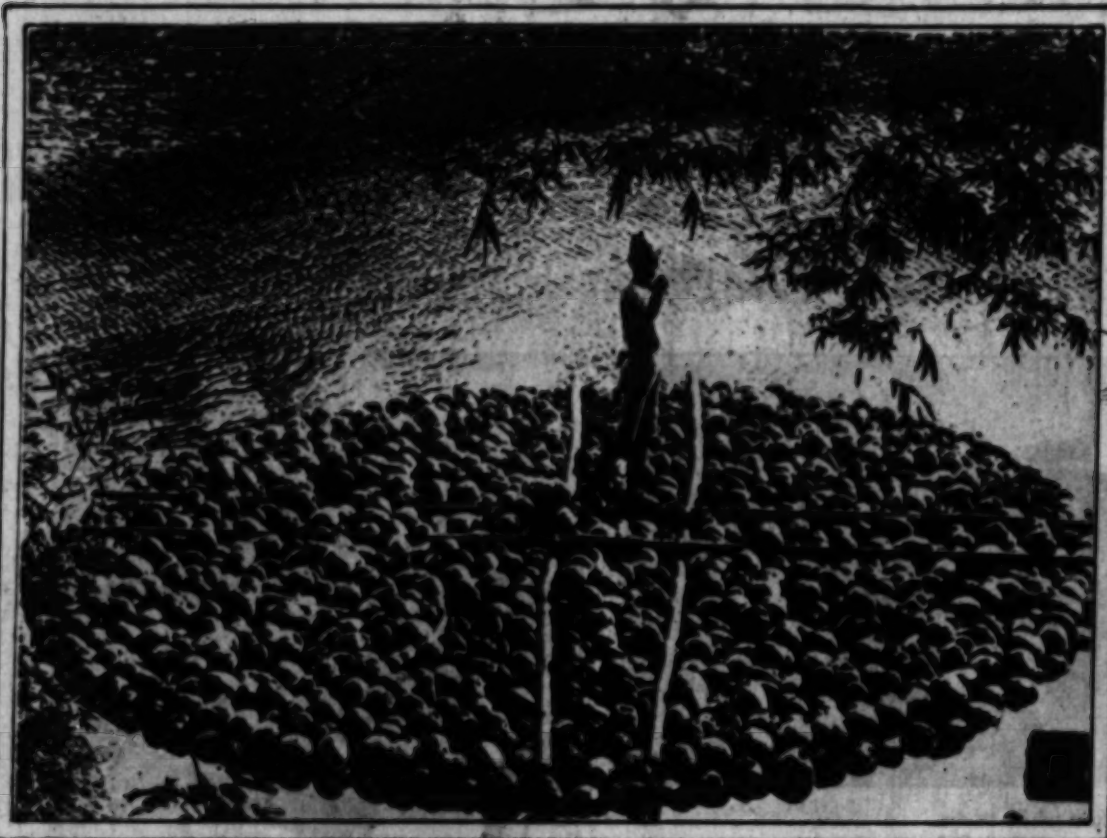
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A whole raft of coconuts on a stream on the island of Luzon.
Copyright Keystone View Co., N. Y.



Mrs. W. K. Vanderbilt, Jr., and daughter at the Longacre R. C. Hotel.
Copyright Western Newspaper Union.



Miss Catherine du Pont, who is entertaining Washington with occidental dances.
Copyright Cliveden Studio from Central News Photo Service, N. Y.



Little Miss Cherry Blossom of Japan is terribly proud to be wearing a Red Cross cap just like her big sister's.



German guns that were captured by our boys in their different battles with the Hun.
Copyright Western Newspaper Union.



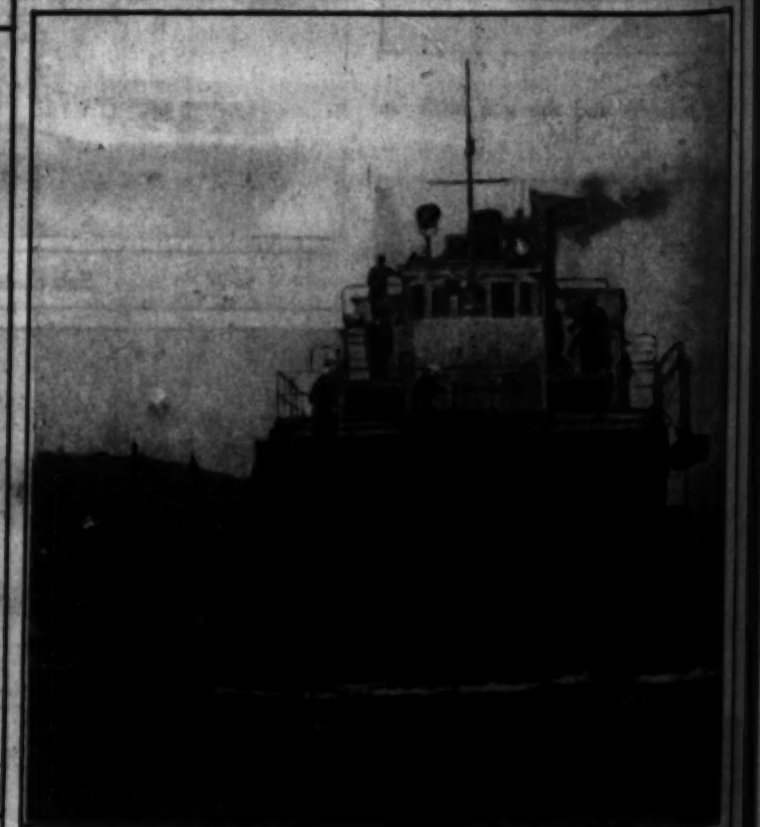
The fortress, Ehrenbreitstein near Coblenz, on the Rhine.
Copyright Keystone View Co., N. Y.



William S. Sims, Jr., son of Admiral Sims.
Copyright Keystone View Co., N. Y.



Warren Pershing, son of Gen. Pershing.
Copyright Keystone View Co., N. Y.



New tank of the seas used for kelp harvesting.
Copyright Keystone View Co., N. Y.



Sunday, May 4, 1919

MUTT AND JEFF—Mutt Makes a Getaway By BUD FISHER

(Copyright, 1919, by St. C. Fisher Trade Mark Reg. U. S. Pat. Off.)



daughter at the Longacre R.C. Hut.
Copyright Western Newspaper Union.



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Copyright Western Newspaper Union.



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Copyright Kayama View Co., N. Y.

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Sunday, May 4, 1919

MUTT AND JEFF—Mutt Makes a Getaway

By BUD FISHER

(Copyright, 1919, by B. C. Fisher Trade Mark Reg. U. S. Pat. Off.)



and daughter at the Longacre R. C. Hut.



used by our boys in their different



used for help harvesting.

The RECTANGLE

A SUBSTITUTE FOR ICE

Somebody has gone and invented one, and it's neither wet nor cold and doesn't melt, but it's fine to skate on.

It may become a substitute for cracked ice.

THE END OF A PERFECT DAY.

JUST THOUGHT TO SLIP ON SOMETHING AND COME DOWN.

Just the thing for use on the sidewalk.

I ORDERED IT FROM A MAIL ORDER CATALOG, ALL CUT AND READY TO PUT UP. NOT AN AIR HOLE IN IT.

WHY DON'T YOU LOOK WHERE YOU'RE GOING?

DON'T TALK TO ME WHILE I'M BUSY.

I SEE BY THE PAPER RING LARDER HAS CHILDREN.

COME HAPPY, YOU CAN SKATE AS WELL AS ANYBODY IN THE TOWN.

WHAT DAY IS 'BAKING DAY' AT YOUR HOUSE?

GET OUT OF DE WAY, CHILE, AN' LET SOME-BOY SKATE AS CAN SKATE.

IT'S HALF AN INCH THICK ON THE BASIN AND THE DIPPER'S FROZEN SOLID!

We begin to wonder how our fathers got along without composition ice for their wash basins and water pails.

WITH ORDINARY WEAR IT WILL LAST A LIFE TIME.

It will make a more enduring filler for ice boxes.

Won't it be great when they make pavements of it!

If not too expensive to manufacture it may even take the place of this sort of ice.

As it doesn't melt, making ice cream won't be a sloppy job any more.

For hanging on the eaves, near-icicles are much more lasting.

In some latitudes it may be used as building material.

Science Facts

A Chicago professor has demonstrated that a pint of whisky can be distilled from a loaf of bread. Some of the effects of this discovery, especially in dry territory, are shown herewith:

ROSWELL, YOU'VE BEEN DRINKING!

HONEST M'LOVE I HAVEN'T. I STOPPED IN A BAKERY WITH THE BOYS AN' WE EACH GOT A LIL' BUN, THAT'S ALL.

COOKOO COOKOO

I MOCHED ENOUGH BREAD FOR A SANDWICH AND TWO DRINKS

THE ROAD OUTFIT.

BREAD LINE

SHIRTS 2-LOAVES, I'M THIRSTY

SIR, GIVE ME 15 CENTS FOR A LOAF OF BREAD

FOR PLE, YES. FOR BREAD NO!

Familiar Fractions

HALF-A-CUP

Household Mints.

Here's a high chair that young Robert may have difficulty in overturning.

Is this your Little Pet Deave?

SIM NIG VOLUNTEERS THE INFORMATION THAT HIS IS HAVING SOMEONE PARTAKE, AT A PLAY, OF CANDY INDIVIDUALLY "WRAPPED IN CRINKLY PAPER."

OUR OWN MOVIES

TEMPERANCE DRAMA ENTITLED: "A SOCIABLE EVENING"

5¢

IT ISN'T THE ORIGINAL COST-IT'S THE UPKEEP.

LOOK AT THIS AND DO YOUR BEST

BUT, LISTEN RUTH, YOU'VE GOT TO MAKE UP YOUR MIND MIGHTY QUICK WHETHER YOU'LL COME OR NOT. OUR THREE MINUTES ARE UP AND IT'S COSTING ME 65 CENTS MORE FOR EVERY MINUTE I CHWEN THE RAG WITH YOU!

FOR INSTANCE, A LONG DISTANCE PHONE CONVERSATION.

WHY A CL

MAYBE YOUR MISTAKE MR. SPAN PROBABLY YOU FOR IT!



It will make a more enduring filler for ice boxes.

IT'S HALF AN INCH THICK ON THE BASIN AND THE DIPPER'S FROZEN SOLID!



We begin to wonder how our fathers got along without composition ice for their wash basins and water pails.



NOTHING ON THIS AMATEUR CONTRIB. AT HELP. FRINSTANCE AN OSTRICH EGG

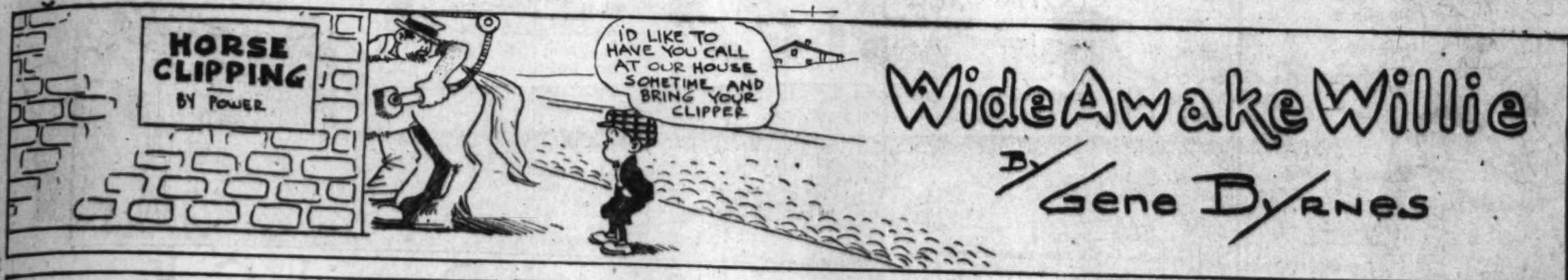


COST—ITS THE UPKEEP.

YOU'VE GOT TO MAKE UP QUICK WHETHER YOU'LL SEE MINUTES ARE UP AND ENTS MORE FOR EVERY



DISTANCE PHONE CONVERSATION.



Wide Awake Willie

By Gene Byrnes



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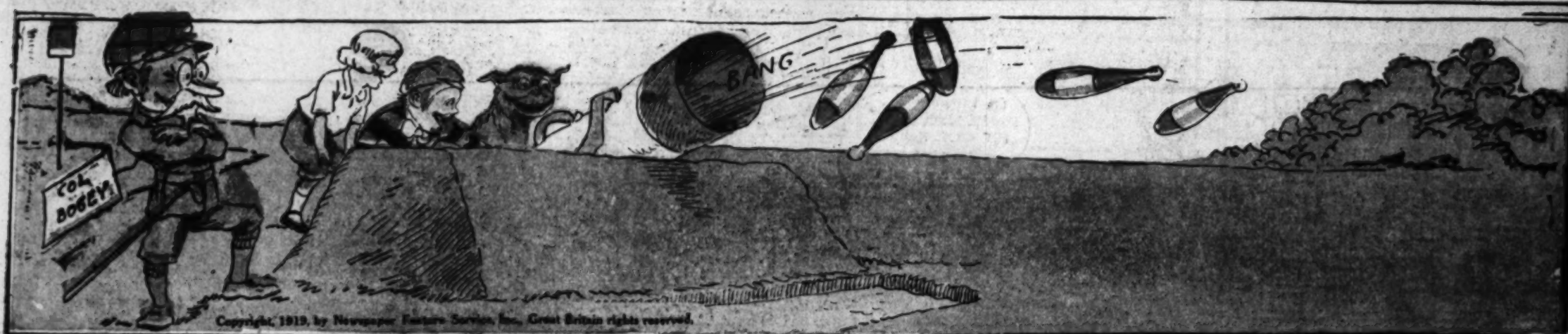
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These Candidates Have the Indorsement of the Association for Betterment of Public Service



FRANK L. LOTTIN
City Council.



A. P. FLEMING
City Council.



CHAS. S. BURNELL
City Attorney.



JOHN S. MYERS
City Auditor.



ERNEST BRAUGHTON
City Council.



BERT L. FARMAN
City Council.



FRED C. LANGDON
City Council.



BOYLE WORKMAN
City Council.



FRED C. WHEELER
City Council.



E. D. SEWARD
City Council.



FRANK A. PURCELL
City Council.



Convict Lake, Long Valley, Mono Co., Cal.



North Twin Lake, Mono County, Cal.

Candidates to Appear on the Ballot at the Primary Election, May 6th.



ALBERT B. CONRAD
Candidate for Councilman.



A. L. CLEVELAND
Candidate for Councilman.



SYLVESTER L. WEAVER
For Mayor.
Hartman Photo.



MEREDITH P. SNYDER
For Mayor.



GESNER WILLIAMS
For Mayor.
Hartman Photo.



A. J. GARDNER
Candidate for Councilman.
Hartman Photo.



OTTO J. BAHR
Candidate for Councilman.



JOHN TOPHAM
Candidate for Councilman.



WALTER MALLARD
Candidate for Councilman.



FRANK H. TICE
Candidate for Councilman.



EDWIN M. APPLEGATE
Candidate for Councilman.

The Times
ILLUSTRATED MAGAZINE
[for better Kodak]
PLANT THEM NOW
CARNATIONS

service.

ART L. PARKER
City Council

The Times ILLUSTRATED MAGAZINE

Sunday, May 4 1919.

"Liberty under law."

The American Beauty—Sweetest Flower in the World.



Howard Millard

PLANT THEM NOW

CARNATIONS

The present is an ideal time to make a planting of these universally popular favorites. Set out now means an abundance of fine blossoms next autumn and winter. The varieties which we offer below are among the very best. Plant them in a good sunny bed, give them liberal cultivation and you can obtain quantities of fine flowers from your own garden.

ENCHANTRESS—Enormous blossoms of an exquisite shade of shell pink.

MATCHLESS—Undoubtedly one of the largest of all White Carnations. Deliciously fragrant.

ALICE—A beautiful shade of light pink. Flowers of immense size.

MRS. WARD—Rich rosy pink. A popular favorite with all cut flower buyers. Extra large.

NENORA—Very large flowers. White ground daintily pencilled scarlet. One of the best of all fancy Carnations.

SENSATION—A superb bright pink. Extra large and fine.

FAIR MAID—Prettily fringed flowers. Soft peach blossom pink.

E. K. HARVEY—Immense pure white stained with deep rosy pink.

DR. CHOATE—Bright scarlet, deeply fringed. Very fragrant.

ROOSEVELT—Rich, dark maroon red. Has the fragrance of the old Clove Pink.

WHITE FAIR MAID—A pure white sport from the exquisite variety Fair Maid. A heavy producer of flowers.

ESTELLE—One of the best of all large flowered scarlet carnations.

WHITE ENCHANTRESS—A superb pure white sport from Enchantress. Blossoms of immense size.

HALOWARDEN—Intensely fragrant. Deep, rich crimson maroon.

PRICE of any of the above Carnations, young, sturdy plants from 2-inch pots Each 10c
Per Doz. \$1.00

If wanted by mail, add 10c per dozen extra.

SPECIAL OFFER—DAHLIAS

SURPRISE COLLECTION No. 1—24 of our choicest Dahlias. A collection suitable for a medium size garden.

Delivered to any address for \$5.00

SURPRISE COLLECTION No. 2—12 superb Dahlias, each a different variety. Delivered to any address for \$2.50

SURPRISE COLLECTION No. 3—4 elegant varieties. Just enough for a small size garden. Sufficient to furnish you with an abundance of flowers for your table throughout the summer and autumn.

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NOTE—the above are all strong tubers which will give you immediate results.

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Ninth and Olive Streets, Los Angeles.
Nurseries, Montebello. Main 1745—Home 10957.

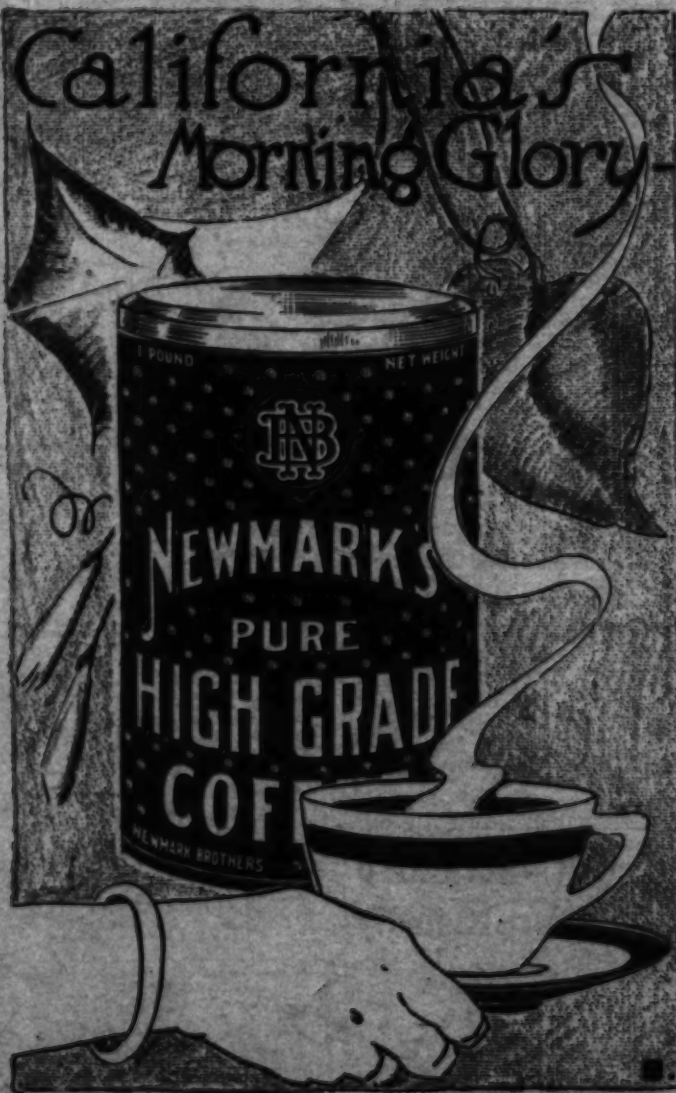
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Quality always the same



Eat more Bread

The Other Soldier.

BACK from the wars now there are two kinds of soldiers. They are the same in valor, one was just as good a man as the other, but one comes back to be feted and fussed over, to find life thrice happier for him than it ever was before; he comes to be lionized in society, to dine and to dance and to jauntily flaunt his well-merited plumes; the other comes to drag out life as best he may; he comes to feel only that unendurable and unbearable thing called "pity."

Let us imagine two young fellows who went away to the great war—now at last ended. Let us imagine them as having been equally handsome and of equal station in life, both beloved and honored by all who knew them, and popular in the circles where they moved socially.

Picture them now returned, one unscathed—not a scratch on him, miraculously escaped from the carnage and the slaughter without a wound. The other comes home a thing of scars and unspeakable ruin. A shell has shot the side of his face away. He is half blind, he limps and bends in heart-breaking deformity. Upon his glorious young body war has wrought its horrors and cruelties.

Now, this one whom the gods favored and kept safe from harm, comes home to pluck, as he has a right to do, the fragrant flowers of life. Women burn incense before him; for him the feast is spread, music awakes its magic for his ears, the flagon of joy's oldest wine is set before him.

But the other—God pity him! There is no place for him at the feast, because how can a feast be merry with his shattered eyes and ghastly face staring out upon the guests? How shall he tread the mazes of the dance with his shriveled limbs?

And yet, before he faded forth into the battles, there were none more favored than he, there was no man more eagerly sought for to grace and adorn the feast and to make merry the dance.

When anyone shall ask you what war is, you have all the answer you need to have in this that is here told—this the bare and cruel truth. No matter what the orators have said, and it matters less what the statesmen say, war is hell. It is hell and the nether depths of it. It is that deep and most hopeless corner of all hell for which there is no name.

You shall see these young Americans now as the ships bring them back from blood-drenched Flanders and the stricken fields of France. You shall hear the trumpets blaring, and the banners shall greet your eyes. There shall be shouts upon the winds of springtime for the heroes who march down the shining highways after the glory of their victories.

But there are thousands that you will not see. You will not see the glory of the faces of the dead that will never come home again. Nor shall you see those who cannot march in the parades because they have no legs on which to walk and who have no eyes to see.

What is war? Why, this is it. This thing that shrivels youth, that gouges out a man's eyes, that rends his face and makes him who was beautiful to look upon a hideous sight to behold.

It is unbelievable that war can still find one apologist. It is unthinkable that one single voice should ever be raised again in its defense. For, all Europe is not worth—and was never worth—the death or the maiming of the least of all these boys of America who have now made this horrible sacrifice.

Two Mistakes.

THERE is a mistake that young men make, and another that old men make. It would be a great thing if both could be led from the errors of their ways.

The mistake a young man makes is to try to be what an old man is and to do the things that only an old man can do. The mistake an old man makes is to try to be what a young man is and to try to do what only a young man can do.

There is a time for all things. What we should strive for is to accomplish all things in their time, and not to endeavor to do that for which the time is passed or has not yet come.

THE GOLDEN GATE.

Green Tamalpais, starward swung,
Brown hill and harbor isle,
O winding rivers inland flung
Where sea-lured valleys smile,
I see you from the waters wide,
I see you watch and wait
The wandering sail and running tide
That win the Golden Gate.

I see you watch and wait as when,
In quest of Monterey,
Swart old Don Gaspar and his men
Looked on you first one day;
I see you cowered in mist and sun,
As when the Spaniard bore
In from the sea his galleon
Where ship sailed ne'er before.

From far horizons since, they came,
And far from lands of morn,
From out the sunset's curtain flame,
And round the distant Horn,
And all the roads, 'twas there they met,
Where bay to ocean spills;
And there adventure's tents were set
On thrice the seven hills.

And still the eager running tide
Leaps through the Golden Gate.
The rivers seek the ocean wide,
The brown hills watch and wait.
The stars on Tamalpais gleam,
The lights flash out to sea—
And this is still the wanderer's dream
Where'er his path may be.

JOHN S. MCGROARTY.

The Governor's Suggestion.

OUR old neighbor and long-time good friend, the Governor of California, writes us to say that it has struck him that the various communities of the State would do well to celebrate their local histories in the forms of pageants and community plays.

We suppose that His Excellency, sitting up there in Sacramento, reading the home paper—his own home paper, of course—drives politics and the cares of state out of his mind when the lady of the house lights the evening lamp, and he gets to thinking of the gentler and sweeter things of life. He is that kind of a man, anyway.

Well, certainly his idea is good. We wonder that it has not been followed long ago. There is scarcely a community between Siskiyou and San Diego that has not ample material in its local history to make wonderful pageants and plays.

Yet, strange to say, when a California community does attempt a play or a pageant it almost invariably takes something foreign to itself for a theme. It is likely to be something European, and in all probability it will be something Greek.

We were about to tell the Governor that he should induce the State Legislature to appropriate money for the furtherance of his idea. But, imagine how impossible it would be to induce a Legislature to do anything so fine as that.

It must be done by the people themselves, if it be done at all. And we hope to live to see the day that the people will do it. And let it be known that there is nothing that

Greece or any other part of Europe has that can anywhere near equal the material for plays and pageants that we have right here, all our own, in California.

Putting It Off.

SUMMERTIME is coming again in the never-ceasing miracle of creation. And lots of folks are planning their vacations. But, we regret to say that there are lots of other folk who will wind up by putting it off until "some other time."

We cannot imagine a greater mistake than to put off a vacation. It is something to which everybody is entitled. Anyone who has toiled and striven through eleven months of the year is entitled to at least one month's rest and recreation.

Even God took a rest after He had made the world. True, it was a rest of only a day—"On the seventh day He rested"—but a day to God is a million years to a man.

There are, however, vacations and vacations, as the fellow said. There is one way of making the most of a vacation and another way of making very little or nothing at all out of it. There are people who take vacations regularly, but keep putting off a cherished object with which the vacation is associated.

For instance, there are those who are always saying: "Well, next year when I take my vacation I shall go up to the Yosemite and also see the big trees in Calaveras." But, the play time goes by and they do not

go there or to Santa Cruz Island or to Monterey or to the Grand Canyon.

Now, dearly beloved, this little life that God gives us to have here must be well and carefully planned or we shall lose a lot of happiness out of it. It is not likely that we shall ever come back to this earth—this beautiful earth—once we have left it.

Wherefore, put off building your new house if you will, put off any other thing you like, but do not put off seeing the wonders that are so near at hand and that are within your reach. In other words, take a vacation and make the most of it when you to take it.

Robbing the Child.

EVERY now and then we recall to mind with deep resentment that prominent educator who declared that children should be taught nothing which is not absolutely true.

To follow this advice and to put it into practice would be to rob the child of its imagination. And a child robbed of its imagination is the same as a child robbed of its playthings and of its right to play at all.

Now, in the name of all that's sweet and holy, what manner of man is this who would take imagination from the mind of a child and give us as a result a race that would live through life devoid of imagination?

The only fault we have to find with the movies is that they take away from us the necessity of thinking. The movies think it all out for us, and all we have to do is to sit in the theater and look at the pictures.

The child who is to grow up to be a great man or a great woman is the child who is given a sand pile to play on, a few stones from which to build castles and fortresses, some boards to erect a store and any old kind of knickknacks to use as merchandise.

But this big "educator" would even take dolls from children. He is against Santa Claus. He considers fairy tales injurious.

You may be sure that if we shall take imagination out of life we shall soon have a world that will be a bore to live in. We shall have a race of people fit only to be neighbors to rocks and the stumps of dead trees.

Don't Go Grand.

ABOVE the great fireplace in Frank Miller's wonderful Mission Inn in River side there is a quotation cut into the mantel board which says: "You cannot be both grand and comfortable." Only in the Mission Inn the inscription is in Scotch, and Scotch is a very difficult tongue to quote.

However, the truth is there in that saying, no matter in what language it is said. What it means is that if we are all fussed up with new shoes and gowns and clothes primmed and plumed and powdered, we cannot have nearly so much fun as we might if we were not so carefully harnessed.

Certainly, this applies to an outing. People who go out for a picnic or an auto trip shouldn't go any other way than in old clothes that have worn themselves into comfort. It is a pleasure not to even wash one's face, once in awhile.

The Muse.

THERE are lots of queer excuses made by poets for their indulgences in rhymes. From the time of Silas Wegg down to this day, everybody who "drops into poetry" sets forth a reason as to why it was done and to explain how it came about.

We remember the instance of the man who explained that he not only never wrote poetry but that he didn't even like it until he started "going with that Johnson girl."

But the strangest explanation we have yet heard was given by a returned soldier from overseas. He brought several poems in to the editor and said:

"You know, I was gassed over there in the trenches, and ever since then I have been writing poetry."

And now comes a great fear over the world. Is it possible that all these boys who were gassed will become poets?

People can now send messages to Germany, but who wants to? Some of them would be liable to melt the wires.

A page conducted by John S. McGroarty.

plut of milk, one level teaspoon of salt, one
teaspoon of pepper, two tablespoons of Ma-
gnum wine.

BY RETTA BADGER

Large Information regarding this interesting
feature on this page (right) is given. Suggestions
concerning the feature are invited. Address all
communications to the department in this
column, "The Editor," Los Angeles.

THINGS FOR EVERY HOUSEKEEPER.

[Sunday]

The Los Angeles Times

Are the Japs a White Race?

(CONTINUED FROM PAGE THREE)

There was an impersonal warfare. Gen. Stossel himself has told how, at the time of the surrender of Port Arthur, Gen. Nogi was not found wanting in the most delicate points of courtesy, leaving nothing undone that might serve to spare the feelings of his vanquished enemies. And yet Gen. Nogi lost two sons in the holocaust of victims before Port Arthur, and the Baroness Nogi has related how the general—"model husband and father that he was"—throughout the time that he lay before Port Arthur never sent her a message concerning the fate of their fallen sons, but waited until he could himself assuage her grief upon returning home.

In all of this Gen. Nogi acted strictly in accordance with the "Bushido" standard of generosity toward a weaker foe. "The gentleness of a warrior" is one of the fixed tenets of Bushido, and a Bushi poet has sung: "The bravest are the gentlest; the most reckless are most loving."

Art Instinct Has Become Part of Japanese People.

OTHER parallels are drawn between ancient Greece and modern Japan, but, perhaps, the greatest stress is laid upon the fact that the Japanese have surpassed the Greeks in the development of the art instinct, in that the art instinct has become the possession of the whole people.

Prof. Knapp does not contend that the Japanese are a reincarnation of the old Greeks, or even that they originated in Greece, but he does indicate that a common source from which each drew is apparent and not to be doubted.

Prof. Okakura, the foremost living authority on eastern art and archeology, in his highly regarded work, "The Ideals of the East," while not presuming to locate the ancestral home of his people does virtually assign it to the same region, or thereabouts, from whence the Aryan peoples are generally regarded to have spread out. He rests in his conclusion that his people's origin is purely Asiatic, but that his ancestry had a standing on a par with that from which all western civilization has been derived.

These are a few of the scattering facts included in the story that envelopes the Japanese contention for racial equality, the present demand that if they are not to be recognized as belonging to the sacrosanct Aryan race, at least they shall be regarded as a race twin to it and having a common root, just as ancient and just as worthy of recognition by the nationalities of the West.

World's Biggest Junk Sale.

(CONTINUED FROM PAGE FOUR)

670 patients have been carried in one train—and glad of it, you bet! the buddies. After armistice, these same hospital trains did continual service, whisking convalescents and sick-list lucky boys to the blue Mediterranean!

Who buys the bakeries? Their capacity has been 2,943,000 pounds daily, with an average output of 1,746,884 pounds. And our coffee plants? Bakeries, coffee plants and laundries in eighty-eight French localities.

The salvage? It is like sending everything to the laundry. They salvaged 1,594, 024 undershirts, 846,993 breeches, 396,073 pairs of field shoes, and I don't know how many helmets, airplane motors, field cook ranges, harness sets and rubber boots.

The salvage is the glory of the A.E.F. Scrapping is its negation.

A Bottle Barometer.

There is an old device, well worth the making, which, although very simple, foretells the weather with remarkable accuracy. Fill a bottle or tube with alcohol in which you have dissolved a piece of camphor. About one cubic inch of camphor to half a glass of alcohol is the right proportion.

Cord the bottle tightly, and the barometer is ready for use. If the weather be fair, the alcohol will remain clear. If the alcohol is cloudy, the weather will be rainy. The higher the cloudiness rises in the bottle the rainier the weather will be. Be careful to keep the bottle tightly corked, so that the alcohol and the camphor will not evaporate.

The question really is, does our future safety lie in standing alone in a fighting world or in standing in with a peaceful world?—(Springfield Union.)

Care of the Body.

(CONTINUED FROM PAGE THIRTEEN)

ness. Some people seem to regard work as the main object of life, whereas, it is only a means to an end.

"A century ago, when the shoemaker sat and worked at the door of his vine-clad cottage, and exchanged greetings with the passers-by, while his wife attended to her household duties, he led a more human life than the operative of today in a big shoe factory, whose family perhaps have to aid in earning a living. For increase of wages counts for nothing, so long as the cost of living mounts more rapidly."

The most healthful work is that which takes men into the forests, and mountains, and open spaces. . . .

Grammar.

THE TIMES recently suggested, as an addition to our multitudinous officials, the appointment of a municipal grammarian.

If you could see the letters I get, from day to day, you would think something of the kind advisable.

What is the matter with our public schools, when so many graduates cannot write a simple English letter? . . .

Beer.

IT IS announced that the Internal Revenue Bureau will appoint 3000 special agents, to enforce prohibition laws, and that home-made beer will be held a violation of the law.

Pure beer, made of malt and hops, is a more wholesome beverage than coffee, or than many "soft drinks," some of which are habit-forming. . . .

Outrageous.

FOLLOWING is a dispatch from Sacramento, dated April 10:

"Assemblyman H. A. Miller's bill to permit students in regularly chartered schools to treat the sick as a part of their course of instruction failed to pass the assembly, 25 to 26. Gray gave notice of a motion to reconsider."

Not satisfied with "clinics" they now propose to turn loose the whole medical student body, to experiment on unfortunate victims with drugs and serums.

I am astonished that twenty-six California legislators could be found to vote for this outrageous measure. . . .

"If It Is Right."

AT THE annual convention of the State Medical Society, in Santa Barbara, Cal., a prominent San Francisco physician said:

"We desire that the people know what we are trying to do for them through the medium of advanced medicine and surgery, and when they learn our ideas and aims we are sure they will support and give us anything we want, if it is right."
"Yes—"If it is right."

The attempt to force upon people, by legislation, dangerous medical fads in which the people do not believe, and for which they do not ask, is not right. It is wrong. . . .

Anti-vivisection.

I RECEIVED this letter:

"The Board of Directors of the California Anti-Vivisection Society greatly appreciates the work you are doing through your department 'Care of the Body,' which you conduct in the Los Angeles Times Magazine.

"They realize that you not only teach people how to live normal, happy lives, but that you teach them the sacredness of life, whether human or animal, a fact that is lost sight of so often nowadays.

"Your articles are read, Sunday after Sunday, by many thousands of interested people, and we feel that your strong condemnation of vivisection and its attendant cruelties will prove a potent factor in bringing the truth home."

For the benefit of those who may wish to aid this worthy cause, I mention that the office of the society is at 1237 East Adams street, Los Angeles. . . .

Flies.

IT IS announced that the army "has begun a gigantic organized fight against the house fly."

If you could destroy every fly, the human

24—Los Angeles Grocery Stores—24

To Out of Town Customers

We want you to know that

Our Mail Order Prices

are the same as all our Los Angeles Prices

We make no charge for crating or delivery to Depot.

WE HAVE A WAREHOUSE OF 25,000 SQUARE FEET OF FLOOR SPACE Filled with good things to eat.

SEND FOR OUR 64 PAGE CATALOGUE

It Saves You Money

FOR INFORMATION CALL OFFICE AND WAREHOUSE

Home 60881—Bdwy. 388 Send for 64-Page Catalogue 1325 PALMETTO STREET

SAM SEELIG

"Cash is King"

PRICES SAME AT ALL OUR STORES

race would be wiped out by the most awful epidemic ever known.

Flies, like buzzards and bacteria, are nature's scavengers.

Do not "await the fly." Remove the filth on which they feed.

The follies of the empty-headed rich are so unduly exploited in the press that many foolish people, here and in Europe, take them as types, whereas they are merely freaks.

Radio-Active Pad

Restores Health

—or Money Back

A Safe, Easy and Scientific Method of Overcoming Disease by increasing the circulation of the blood and eliminating the waste products of the body. It is a well established fact that nearly every known ailment is caused by poor circulation (sluggishness). The Radio-Active Solar Pad imparts energy, restores vitality and overcomes disease by increasing metabolism and causing a healthy circulation of the blood. Rheumatism, Gout, Neuritis, Nervous Prostration, High Blood Pressure and diseases of the Stomach, Heart, Liver, Kidneys, Prostate Gland, Female Complaints and other ailments quickly and permanently relieved. Many complicated and chronic cases that have failed to yield to other forms of treatment, have been quickly and permanently benefited by the use of the Radio-Active Solar Pad. To prove the remarkable restorative and vitalizing effects of this wonderful appliance, we will send it on ten days' trial with an absolute "money back" guarantee. If it fails to give you satisfaction, you to be the sole judge of its merits. NO MATTER WHAT YOUR AILMENT, WE CAN HELP YOU. WRITE OR CALL.

RADIUM APPLIANCE SALES CO.

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NATUROPATHY

Restores vigor and vim to those suffering from rundown conditions, when drugs fail to have any effect.

Treatment consists of: MASSAGE, OSTEOPATHY, CHIROPRACTIC, SPONDILOTHETAPY, ORTHOPEDIC SURGERY, PHYSICAL CULTURE, DIET, HYDROTHERAPY, including: Electric-Light, Vapor, Herbal, Pine Needle, Nautilus and all other medicated Baths. Treatment rooms and rooms for resident patients are sunny and steam-heated. Outside patients treated from 9 to 12 and from 2 to 6.

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Nature's Sure Remedy

Lowest blood pressure, relieves rheumatism, anaemia, insomnia, stomach and intestinal troubles.

Absolute Guarantee.

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B. R. CHARLES

Specialist Electro-Radium Therapy.

Stillwell Hotel, Los Angeles.

Protect Your Eyes

From the glare at the sea-shore or when motorizing with my specially ground tinted lenses which exclude the dangerous ultra-violet rays.

J. E. LANDEN, OPT. D.

6th Floor Brack Shops

SEVENTH AT GRAND

Good Eyesight Contributes to Your Good Health

—How about your eyes? Eyestrain is one of the most common causes of headaches, nervousness, etc.

—Much suffering is often endured for years which proper glasses will relieve almost immediately.

—If you feel that your eyes are causing trouble consult—

Dr. E. H. Noe,

Optometrist

Hamburger's

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There are numerous Arch Supporters put on the market to correct flat feet that are made over a form, and in some cases narrow the purpose. There is no ready-made Arch Support manufactured in this way that will give the desired results in more than 10 per cent. of the cases. The reason is that there are different ligaments in the foot that may be affected and thus cause pain in the various joints. Our Arch Supporters are made by perfect measurements, and are guaranteed to relieve every case.

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Kidneys do not give timely warning, consequently a great many premature deaths. Our reports and explanations are easily understood. Write for literature or call at laboratory.

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Mfg. by Los Angeles Soap Co.

ARE THE JAPS A WHITE RACE?

THEOPHILE COLVILLE.

ONE of the most interesting problems now before the world is the parentage of the Japanese who demand equality on the ground that they are white. The difficulty is that no definite line can be drawn, and there are varying degrees of whiteness.

Some of the Hindus and Parsees who have been naturalized in this country have been of creamy white complexions, the latter being of Persian stock, and the Parsees are distinctly a branch of the white race. White skin, blue eyes and blonde hair may be seen in Andalusia, and likewise in the Turkish race; and there are thousands of blue-eyed and fair haired Africans of pure race. These are found among the Kabyles of Algeria, the White Foola of the Western Sahara, and elsewhere. They, too, are representatives of the Aryan race, and some ethnologists believe that the white races had their origin in North Africa and not on the Central Asian tableland, as supposed.

And there you are! It seems as if the white races had black ancestors and the brown race had white ones. And it is claimed that those travelers who have contacted the dominant race of Japan in the northern islands, have found the descendants of the race who drove the aborigines into Yezo to be actually as white as the peoples of Northern Europe. And it is pointed out, too, that the influence of the light in varying latitudes affects the coloring of the skin materially through the centuries, while the oblique eye is a wise provision of nature to protect peoples living in high latitudes, where snow covered barren steppes and vast ice fields reflect the light.

We Have Said Japs Not of Mongolian Origin.

BUT the most suggestive twist that has been given to this question of Japanese origin has lain in the fact that the Federal government committed itself to the statement that the Japanese are not of Mongolian stock, when it filed its bill of complaint against the Board of Education of San Francisco in 1907, when legislative wisecrackers threatened to involve this country and Japan in a bitter controversy. And if not belonging to the Mongolian race to what race do they belong?

The Aryans, who are acknowledged to be such, vary in color all the way from dark brown—almost black, red-brown, yellow, down to the whitest creamy color.

Some of the proofs adduced to show that the Japanese are Aryan and white are curiously interesting. There is first of all a consensus of Oriental traditions in regard to an ancient eastward migration from Western Asia. There is a vast amount of folk-lore common to both Europe and Japan, indicating a common source; and it is strange to find in the wilds of Ireland or the Highlands of Scotland the duplicates of stories being told to the little folk out in far Japan.

The study of comparative mythology shows a like trend. There are strongly marked Persian elements in the Japanese theory of the universe, and we find Adam and Eve disporting in the garden, Cain getting his club out for brother Abel, and strangely again, come to the front the Grecian myths of Orpheus, of Venus and Mars, the war god.

There is a sharp line of demarcation, too, between the language of Japan and the languages of the adjacent continent. And so it is con-

tended that Japan was originally settled by a migrating people distinct from that which peopled both North and Southern Asia. The physiological characteristics have already been touched upon briefly, but though they are the least important from the standpoint of actual truth they are really the most important of all because they are the foundation of deep race prejudice.

Maybe the Japanese Are Those Missing Israelites.

THE older writers give chapter and verse for their asseverations that the Japanese belong to the Mongolian race, while the modern savants approach the matter from varying standpoints, and seek to sustain the opposing contention along other than purely ethnological lines. Thus an eminent French scholar in 1904 drew attention to the undoubted (?) Semitic origin of the Japanese, and thought that they might be those missing Israelites that seem to pop up in the most unexpected places whenever there is a lull in the disputations.

This savant alluded to the tradition among the Samurai that they reached Japan by way of Western Asia, and their progenitors are depicted in the "ancient armor of Assyria and Media, being shod like the ancient princes of Israel, with badger skins." They wear, too, the "Tchi" or Persian sword, and some bear the ancient unicorn shaped spears, others the spear of the ancient Median infantry.

In this connection it is averred that there are in the possession of the Imperial Royal family pictures painted on silk, dark with age, rolled up in camphor wood boxes, that have been handed down from remote generations, representing the scenes wherein the old Jewish Temple instruments were used. Here the features of the figures are decidedly Jewish. One, painted on a small bronze tipped roll, represents a fiery serpent lifted on a pole that is enveloped in flames.

In other of these pictures appear the Jewish altar of incense with a Jewish priest standing beside it, a shepherd and sheep, a camel, and a prince on a white mule; none of these animals belonging to Japan. Then

there is the unleavened bread, the table, the laver, the altar already mentioned and the seven-branched candlestick which are peculiar to Shinto worship, as they were distinctive of the Jewish temple worship.

Three Sibylline Books Whose Characters Are Like Sinai.

THEN this interesting and curious statement is made: "There are three volumes of secret lore existing in Japan containing the 'Jin dai,' or secret characters of the sacred age. In the first the writing closely resembles the characters found on the rocks near Sinai, otherwise no traces of them are to be found in any living or dead language. The Japanese say they came from God. The second volume contains writing resembling the snake shaped characters of Persia, and may be ancient Median writing; while volume number three exhibits some of the narrow headed writing of Nineveh and Babylon."

Then again a more recent writer, Prof. Arthur May Knapp, in setting forth his thesis in the Atlantic Monthly, contended that the Japanese were linked up in the most wonderful way with the ancient Greeks. To his utmost surprise he found in a Tokio theater a native drama staged, and performed in all essentials like that which he had seen at Harvard, where a Greek play was presented with the Hellenic methods and features of dramatic representation.

He describes these in detail, and his curiosity being aroused he pursued his investigations further, and with surprising results. Abandoning, for the nonce, the lines of philological and ethnological research Prof. Knapp entered the realm of "comparative temperament," an inquiry based on the mental qualifications of peoples to be classified giving a definite clue to racial kinship. And as eminent an ethnologist as De Rosny has held the elements of language to be the unsafest of guides.

The Japanese Outdo the Culture of Ancient Greece.

THE Japanese, it is pointed out, have advanced beyond their prototype, ancient Greece, and moreover have advanced with moderation and restraint. The spirit of refinement is common to both, a word which is accepted as being a synonym for civilization. As were the Greeks in their time, so are the Japanese of today, the acknowledged exemplars of the refinements which should mark intercourse between man and man.

The chief thing which makes Japan so fascinating a land to dwell in is the consciousness that you are there living in an atmosphere of universal kindness and courtesy. In the modern life of the West, this refinement of manner may be described as belonging only to a few classes or conditions in society; but in the new-born nation the habitual demeanor of even the humblest of its people toward each other gives evidence of an ingrained civilization of its own, surpassing that of any Occidental people of any age.

Then, again, is pointed out the hospitality to thought which Greece evinced, and which is even more conspicuously a trait of the Japanese mind. The annals of neither of these two peoples are stained with the blood of religious persecution. This open mindedness—their hospitality to every religious teacher who has come to them from foreign lands, from the most ancient times down to the present day, is perhaps, the proudest distinction that any nation can boast.

The name of Greece ever suggests Marathon, Salamis and Thermopylae, but the smouldering embers of these past glories have been revived by the desperate valor displayed before the ramparts of Port Arthur and on the Manchurian plains. There thousands of Japanese gladly, eagerly, surrendered their lives for love of country, and that without bitter feeling toward their opponents.

(CONTINUED ON PAGE FIFTEEN.)



From an old print.

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THINGS FOR EVERY HOUSEKEEPER.

BY RETTA BADGER.

Any information regarding things illustrated or described on this page gladly given. Suggestions from readers are always welcome. Address all communications for this department to Retta Badger, The Times, Los Angeles.

DID you ever stand under a fruit tree and say what you thought about the contrary fruit that was out of reach, and that refused to be shaken down? Or did you ever shake down other nice ripe bits only to find you had bruised them dreadfully in the process? Well then here comes the fruit picker to solve all your difficulties. Its long wire fingers, which are bent basketwise, pick the fruit and hold it without bruising or dropping till it is safe in your hand. The picker is on the end of a long pole which enables you to reach to the high branches. Just push it over the refractory bit of fruit, give it a little twist and the prize is yours. From orange time, which is right now, on

jam, preserves or jellies as the case seems to demand, by the addition of sugar and the other needed condiments. We think the freshly made jellies are distinctly better than those which have been kept through the season.

CORNSTARCH CUSTARD PUDDING.

Take one pint of milk, one-half cup sugar and a pinch of salt. Put on the fire. When nearly boiling add one-fourth cup cornstarch which has been dissolved in a very little water. Boil two or three minutes; when partly cool add one teaspoon vanilla and pour into dessert dishes. Sprinkle grated coconut thickly on top and serve when cold.

This pudding is cheap and nutritious. There are various ways in which it can be made. For instance, when boiling add four tablespoons chocolate, serve in dessert dishes, with a bit of whipped cream, white of egg, or marshmallow on top and you have a delicious chocolate pudding.

Another time, pour the pudding into cups to mold. When firm and cold put into saucers, around the edge place diced oranges.

Still another

7. Cleaning of refrigerator.

For instance, here's a sample Monday morning programme:
Rise, dress, put all beds to air... 6:00-6:30
Prepare breakfast... 6:30-7:00
Breakfast... 7:00-7:30
Wash dishes, plan meals for Monday and Tuesday... 7:30-8:30
Make beds... 8:30-9:00
Prepare laundry for Tuesday... 9:00-9:30
Clean living-room, dining-room, kitchen and bath... 9:30-11:00
Prepare lunch... 11:00-12:00
Lunch... 12:00-1:00
If there are children in the family more tasks must be put in each of the lists.

JAMS THROUGH THE FLOUR SIFTER.

Last year I put all my berry jams into the flour sifter and worked them through by turning the handle. This removes the objectionable seeds but allows the pulp to pass freely. In making jelly, I gain much time by using the finest hair sieve for straining instead of a jelly bag. Perhaps this is a little wasteful of the juice, but the difference is very small, and the quick sieve method appeals to me as far more sanitary.

SEVERAL PAIRS OF SHOES.

And especially have the heels of varied heights. If you must be on your feet much, you will find it a great solace to your feet to change from a flat to a higher heel, for the weight will then come on a different part of the foot.

CRAB LOUIS.

One pint of flaked crab meat, one green pepper, cut fine, two level tablespoons of butter, two level tablespoons of flour, one half

pint of milk, one level teaspoon of salt, one saltspoon of pepper, two tablespoons of Madeira wine.

Saute the pepper in the hot butter until it is tender, add the flour and mix thoroughly, add the milk, salt and pepper, cook and stir until thick and smooth, add the crab meat and finally the Madeira, and serve hot on toast or in ramekins.

Send for a beautifully lacquered can of the finest, most delicious tea imported to America. Natural leaf uncolored Japanese tea.



PRICE LIST

Green	1 lb. \$1.50
Natural Leaf	1 lb. \$1.50
KOHO	1 lb. \$1.50
HANA	1 lb. \$1.50
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SAIZO	1 lb. \$1.50

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SOMA	1 lb. \$1.50
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232-234 EAST FIRST STREET

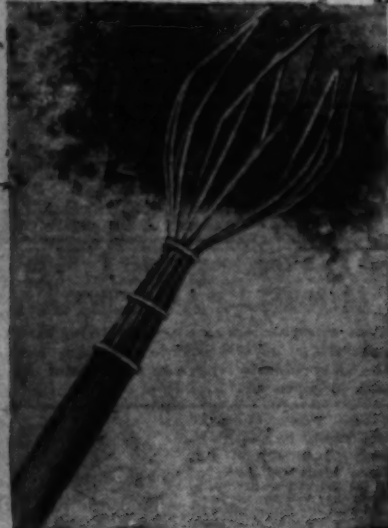
Pildoras Nacionales
(National Pills.) Try these for Malaria, Chills and Fever and acute nasal catarrh.



Remarkably efficient for influenza and common colds. At Your Druggist's. 35c and 65c.



For drip coffee



The fruit picker

through the whole season you will find this one of the handiest things you ever bought.

ENGLISH LEMON CHEESE CAKE.

Beat five eggs until very light, add one cupful of sugar, the grated rind and juice of one large lemon, and beat again thoroughly. Pour into a large pie plate lined with a rich pastry, cover with a top crust, and bake.

CLEAR COFFEE.

The drippy strainer that hangs on the outside of a coffee pot, or the one that has to be laid down after each cup is poured, is a nuisance. There is a little strainer that slips inside the spout that insures clear coffee and never gets in the way or drops messy spots on the tablecloth.

For those who like drip coffee and have not the right kind of a pot there is a little bag that fastens on the side of the coffee pot and holds the grounds. It is a very simple arrangement and very easy to take out and wash.

TRY MAKING YOUR JELLY IN WINTER.

When the weather is hot the making of jams and jellies is wearying. So I buy the fruits when they are cheapest, cook them efficiently to seal them without sugar. Then during the winter these fruits are made into



The little coffee sieve

way, when cooking add one-half cup raisins, one-half cup dates or figs chopped and a little chopped candied fruit, and you have a chop suey pudding.

This same pudding makes a fine cream pie; pour into a baked shell and serve cold.

MAKING WEEKLY SCHEDULES.

Women's work is scheduled most easily by the week, because the number of weekly tasks. These must be taken into account as well as the daily ones. Some which do not come as often as once a week must be taken care of, too, in the budget of time. Each woman has different things she must attend to, so any schedule or budget of time will have to be worked over or used only as a pattern to be altered where necessary. Every day a housekeeper has these tasks:

1. Preparation of three meals a day.
2. Dishwashing.
3. Care of beds.
4. Light cleaning of used parts of the house.

At least once a week she has these tasks:

1. Laundry.
2. Marketing.
3. Special cooking.
4. Sewing or repairing.
5. Thorough cleaning of house.
6. Cleaning of windows, silver or fittings.

Cash paid for your
Old Bisque Dolls, Heads, or Eyes,—Any Condition
Beautiful doll wigs made from combinations of cut hair
THE DOLL HOSPITAL
245-S. Hill St. Phone Bldg 6215

Made in Los Angeles
Standard Broom
By the Standard Woodenware
For Your Spring House Cleaning
Buy a Standard Broom
It's Made Better and
Lasts Longer
Standard Brooms are made from the best selected broom corn that is grown, made in a well lighted, well ventilated factory by expert workmen who have had years of experience in making brooms.
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—a boon to heavy women
Arch Preserver Shoes meet the demands of heavy women. They stand up under wear and relieve overburdened arches of excessive strain. Once a heavy woman has worn a pair of these comfort-producing shoes you could not influence her to try any other make.
Arch Preserver Shoes combine attractiveness with comfort. They come in styles for every occasion.
Black Kid, \$10
White Fabric, \$8.50
Brown kid-cloth tops, \$11
Gude's
GOOD FOOTWEAR
537-539 So Broadway
Los Angeles

we don't move much down there, but you—
plough—there's been out an' seen—
fore the one that's been out an' seen—
go on an' see the one that's been out an' seen—

BY FANNIE HURST

W
HEN Mrs. Althea reached Forteth
Up in the kitchen story of the
last for you know my name, and that I
direct her smart foot lagged a bit.

"THEM" INCANDESCENTS

THE WORLD'S BIGGEST JUNK SALE.

BY STERLING HEILIG.

DO YOU want to buy 2400 barrels of structural steel paint? Or 12,000,000 feet of guy cable? Or 5,450,000 feet of new iron pipe in stock? Or 3,800,000 feet of salvagable used pipe, to be taken apart or dug up? Or 160 first-class concrete mixers, 200 others being somewhat damaged? Or 640 second-hand electric motors? (There are sixty new ones in stock.) Or 330 road-rollers that have seen service? Or 350 engineers' tractors in good condition? It's a very small lot.

Scattered over all France, the material of American victory lies awaiting bidders. We cannot take it home—ship space is scarce for the bidders! We would hate to scrap it—stock and fixtures of our ideals! On the other hand, the Europeans know that we must sell. So, at Washington, they have organized a United States Liquidation Commission of the War Department and great nations and small send their advisers to look over the greatest job-lot sale in the world's history.

Here's a job-lot of 150 brand-new gasoline engines; but what will we get for 450 others that have seen service? It is greatly to the credit of our war chiefs that they stopped orders so promptly after the armistice (famous G.O. No. 54, S.O.S.) and got caught with such a moderate proportion of new stock on hand.

Marvelous that we Were Not Caught With More.

OUT of 1600 electric generators, only 325 are now in stock, out of sixty steam shovels, only twelve; out of a lot of thirty-five pile-drivers, only six! But they got caught on derricks; 250 new derricks to fifty in use. And power-pumps—600 in use against 1600 in stock! Who wants 10,000 hand and trench pumps, less than half having seen service? But of 150 air-compressors, only fifty are new stock.

All trifles. Even those American-built airplanes in France, which they talk about scrapping, are not numerous. In all, we sent 2083 planes to the front (as everybody knows, the boys used French planes enormously.) Up to November 6, we had delivered to base ports less than 1500 de Havilland 4's, and no others made in America, except as samples. And 2205 Liberty motors. Probably all could be sold retail. But there's the hic— isn't it beneath the dignity of a liquidating commission to sell retail?

All Motor Vehicles Wanted by Everyone.

REAL popular interest in France concerns the American motor vehicles. Already, a French syndicate, optimistic as to home tariff barriers, had bid for the entire A.E.F. stock of motor vehicles, a rich affair. These are not worn-out cars, such as the French War Department tries to unload on farmers. They're the fine new vehicles of the American army, in current use, each with its honest record of miles run, and some scarcely more than limbered up! The French syndicate had bright prospects. Why? Because "the A.E.F. cannot sell retail," said a general; and there was no other wholesale bid!

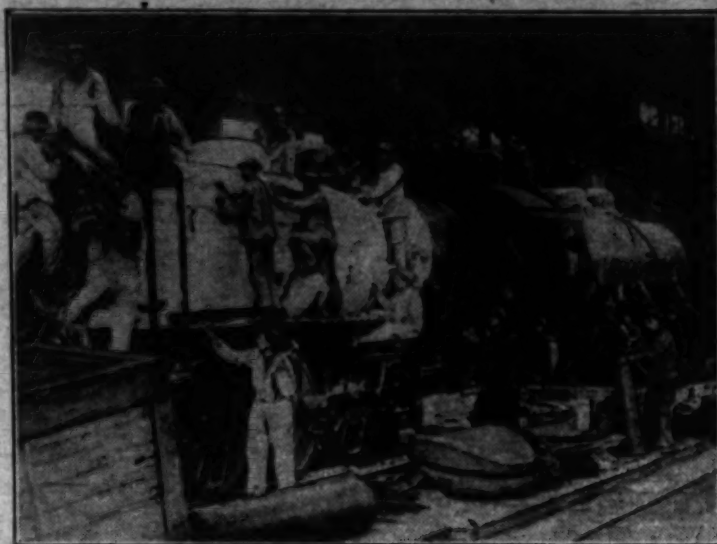
The Belgian government sailed in. Belgium, gutted by scientific robbers, needed complete restocking in motor cars; and begged to buy the lot. Everyone said yes.

Then the French Agricultural Federation came out frantic. France, too, had been robbed wholesale; and France could absorb 100,000 foreign-built cars without injuring the business of French makers, incapable of meeting the demand for years. And so it rests.

How many A.E.F. cars are there? There have been wild guesses. Here are the true figures. Passenger vehicles: bicycles, 17,500; motorcycles, 13,924; motor cars, 7694; ambulances, 5516. Total, 44,619. Cargo trucks: Three-tons and over, 12,780; under one and one-half-tons, 6363; one and one-half to two-tons, 3912. Total, 24,055.

By a remainder of military discretion, let us not detail the remaining total of 3932 special type trucks, including ammunition, light aviation, artillery supply and machine gun and gas tank supply. But there are 279 three-ton tractors, 245 dump trucks, 194 light repair trucks, 197 artillery repair, and 1011 miscellaneous and special.

Who will get them?



We brought 1055 standard-gauge locomotives to France.

The little nations are hot for a share—on credit, naturally. Serbia, Rumania, the Poles. Individuals in France and England want to buy for cash; but the army cannot sell retail!

Too Bad they Can't be Retailed to All Bidders.

WHY cannot the Liquidation Commission sell retail?

It would obviate a lot of low totals and scrapping; because individuals compose populations; but, of course, there's the nuisance of it. It is so much easier to lump things . . . or to scrap them.

The big selling has already started.

"Monsieur Baruch, technical delegate of the United States to the Peace Conference" (according to the official "Information Belges" of March 1) "has signed a convention with the Belgian government selling it 'the horse and mule material collected in France and New York for the A.E.F., together with other material, for the lump price of 500,000,000 francs (\$100,000,000.)"

What is this "other material?"

The eight Remount Depots which we took over from the French simply go back to them—like the major portion of A.E.F. horses obtained from the French on understanding that they should receive back what remained of them. In fifteen French localities, the A.E.F. built additional new Remount Depots, with a capacity of 21,400 animals, plus seventeen new veterinary hospitals, with a capacity of 10,700 animals. There seem to be 36,149 mules; but despite their glorious record, they can scarcely be

but whenever the commercial use grew up to profit by them as a fact, a balance was struck. On this principle, they will buy our strategic lines in France at cost, where of use to them; and the rest we are free to rip up and take home. Or sell, or scrap.

A.E.F. engineers expended or issued in France 1700 miles of track material, and have 500 miles of it new, in depot. The forestry, besides paying good money for the fuel wood, telegraph poles and railroad ties they cut in France, produced from French forests (and paid for) lumber and piles for eighteen new ship and lighter-berths in French ports, the vast port development (covered storage) which you will hear of, 225 miles of standard (troop) living barracks, 127 miles of standard hospital wards, eighty miles of standard warehouses, the animal shelter at remounts and in advanced zone, and all the lumber which is at present junk in trenches, dug-outs, etc.

Then add the value of all that port development!

It consists (I'm sure to omit something!) of 13,256,351 square feet of covered storage; fourteen completed berths of entirely American construction on cement foundations, plus a vast uncompleted mass of dockage; 101 great lifting cranes in French ports; 243 barges and lighters, twenty-one tugs, and three floating derricks.

Add 2,110,000 square feet of covered storage in advanced sections; 4,801,000 square feet of air service covered storage (and 778,000 square feet in advanced section); 3,640,000 square feet of miscellaneous covered storage; and then 3,107,000 square feet



Millions of square miles of depots are to be disposed of.

worth \$100,000,000!

Does Belgium get some of our locomotives and cars included in the \$100,000,000?

We erected in France (to December 1,) 1172 locomotives, of which 1955 were standard gauge; and 17,000 cars, of which 14,302 were standard gauge. We built 937 miles of standard gauge track, and 538 miles of narrow-gauge.

What is to be Done With the Tracks we Laid.

CONCERNING track, the principle is as follows. Before the war, the French government had built numerous bits of strategic lines, not charged to the localities because of no commercial value to them;

of dock covered storage space, mostly for the air service.

Now, what about all that? The French government, between St. Nazaire and Montoir has, all laid out for it, by American construction, the essential guts of a new Hamburg. Col. Sewell said it. I don't mention forty-nine other French ports.

Who Will Buy the Barbed Wire and Sand Bags?

WE HAVE 90,000 miles of barbed wire, blown up, tangled or rusted, to be salvaged, and 25,000 miles of new barbed wire in depot in France. Who wants the sand bags? They cost a lot—\$4,000,000 sand bags in stock. There are \$70,000

shovels; 8000 barrels of camouflage paint; 15,000 tons of bar iron and steel in stock (not to mention steel sheet, mostly issued and expended); 16,000,000 feet of engineer's copper wire (plus 9,000,000 feet possibly salvagable); 330 used engineers' tractors, and twenty new ones; 100 damaged air-compressors, and fifty new ones; and all that iron pipe and other stuff I mentioned at the beginning.

Signal corps material is equally terrific.

They have 35,000 miles of copper wire in operating telephone-telegraph lines built by the Signal Corps in France, plus the standard line construction material to go with it. (I do not even mention those magnificent quad and printer machines, and vacuum-bulb repeaters.)

There is an item of 17,439 telephones issued, and 6689 in reserve. They have, or had, 23,422 camp and field telephones in use, and 6689 in reserve; 4073 accumulators in use and 11,260 in reserve; 22,755 switchboards in use, and 8416 in reserve; besides 50,674 miles of wire (it would seem,) out-post and filled in—Heaven help those who dig it up!

Then, by gosh, belts, field glasses, field wireless outfits, climbers, pliers, buzz phones, projectors and tizzies, till your head turns! This is not a stock-list but a story. Telephones in operation, 13,017. And there is another item of 20,338, with 4450 in reserve? Wire (long line system) 28,000 miles. Wire strung on French pole lines 3200 miles. Combat lines, 33,900 miles, and buried systems and cables. I don't dare copy it, fearing a mistake!

The Signal Corps and engineers got back 22,000,000 francs (\$4,400,000) for the new American wireless plant of Bordeaux. The French government has bought it.

There are All Kinds of School Supplies.

I MAKE no account of chemical warfare material, nor of the material of the schools, artillery, ammunition, machine gun and aircraft armament instruction, ordnance instructors, nor of depot bases of ammunition. I say nothing of shells or guns or ordnance stores, except that the latter include 694,906 trenching shovels, mostly new; 194,973 hand axes (of which 123,000 are new); 218,325 wire cutters, mostly used; 238,706 new curryscombs in depot (second-hand curryscombs are scarcely saleable); 177,490 horse brushes (nobody can salvage the 145,000 used ones); 178,243 new feed bags; and haversacks, pouches, knives and forks, spoons, and bolos, used and brand-new in the same proportion!

I will not mention the coal stocks or the gasoline and oil stocks. Most of them will be used up. But whoever gets those vast modern refrigerating plants at Gievres (5200 tons,) Bassens (3000 tons,) St. Nazaire (1500 tons,) and in twenty-three other French localities, of a total capacity of 12,334 tons, will have something good!

Nor will I mention quartermaster supplies; the men's clothes, new and salvaged; immense stores of foodstuffs, much of which are being wisely eaten; or of tobacco (recently they had full A.E.F. supplies of tobacco for 300 days!) But, oh, those rolling kitchens which were to follow the boys, roasting, frying, grilling, baking, boiling and fricaseeing! And headquarters office material at Tours and elsewhere! Heavens, ma'am, the desks, chairs, rugs, stoves, filing-cases, screens, typewriters, adding machines and cuspidors!

Who'll buy the medical corps stuff? Orders have come from Washington to "bring nothing home." At Gievres, there is one bunch of twenty-three carloads of valuable drugs and surgical instruments (arrived darned late) worth into big figures. Serbia wants those drugs. So would anybody. And the hospitalization material? In October-November, its available capacity was 235,000 beds (I am not sure that we owned all the bedding;) but the base hospitals were all our own, 154,267 beds normal, 235,529 emergency, and all required, at least, bedding. And camp hospitals, normal 173,794; emergency, 263,765.

The M.C. had twenty-one hospital trains in service, acquired by purchase in England and France, with a per train capacity of 300 to 400 lying-down cases, although

(CONTINUED ON PAGE FIFTEEN.)

CARE OF THE BODY

CONDUCTED BY HARRY ELLINGTON BROOK, N. D.

"I was so exhausted and nerve broken by this time that it seemed as if I just had to die. The girl had crawled under the bed, like a frightened rabbit, when the trouble started. She was afraid to go to sleep because of fear that the doctor would come back."

"For three weeks I thought I would never leave my bed and I am just beginning to know that I am alive although I very often have those pains in my heart and for the first time spend two days in bed every month, during which time I have such severe pains in my womb and I can't stand on my feet. Before this I was unusually well and I am sure that by care and right living I will be as well as I was before this awful experience."

Such rough-neck, ignorant, mercenary political doctors—many of whom are found among employees of "health boards"—are a disgrace to the medical profession. They do more than all the drugless healers to make people discredit the allopathic school of medicine.

Why do men and women not study the simple laws of health? Why will they continue to risk their lives and the lives of those they love, by summoning anyone who calls himself a doctor, to experiment on them? If these same people had a delicate piece of cabinet work to be done, would they intrust it to the first wood butcher they might meet on the street?

Fruit for Children.

FOLLOWING is an extract from an article in the Woman's Home Companion by Roger H. Bennett, M.D., who seems to be a sensible doctor:

"The place of fruits in a child's diet is a very important one. They help to regulate the bowels and offer other elements of food that are very necessary. It is a mistaken idea that cooked fruits are more easily digested than raw fruits, for it is a fact that the custom of cooking fruits with sugar makes them more difficult to digest than the raw fruit. Of course, before the teeth have all come, and before the child has learned to masticate thoroughly, fruits are indigestible if they are swallowed in hard pieces, and therefore, until the end of the second year, it is best to give them scraped or mashed. Children are much more fond of fruits when eaten in this way, and they do not tire of them as they do of prunes and other dry fruits, which are usually advised for constipation. Oranges, apples, pears, peaches, plums, may be given with great freedom provided the bowels are not too loose; but great care must be exercised in having them ripe and in not giving them over-ripe."

To this I add: Never eat acid or sub-acid fruit with starch foods. Only nuts should be eaten with fruit. That makes a complete meal.

An Apostle of Gourmandizing.

DR. THOMAS BURR OSBORNE of the Connecticut Agricultural Experiment Station, described as "one of the first authorities in the world on the subject of proteins and their different effects upon the animal organism" evidently belongs to the school of Woods Hutchinson, apologist for human-frailties. In the Atlantic Monthly Dr. Osborne recently had an article in which he declared that the American people do not eat too much, and that the body must, as a rule, get much more food than it can assimilate.

And this, notwithstanding the fact that 90 per cent. of civilized people eat from two to three times as much as is necessary to maintain health and strength, and that this is the cause of a great majority of the chronic diseases so rampant as almost to be the rule rather than the exception.

Dr. Osborne, "great authority" as he is said to be, is merely another of the numerous medical "blind leaders of the blind."

Habits.

WRITING in the Saturday Evening Post, on the probable effects of prohibition, Samuel G. Blythe told of one man he knows who has the makings of a hundred thousand cocktails, another who has laid in a hundred barrels of Bourbon whisky, and a third, who went to a life insurance company to have his expectation of life computed—a poor kind of guess work—and then bought and stored enough whisky to give him a bottle a day for each day he was told he may hope to live, with a few dozen over for emergencies.

All habits, depending on physical or mental stimulants, whether alcohol, coffee, tea, sugar, moving pictures, jazz music, frenzied

dancing, auto-riding, or trucky novels, are like bear traps—easy to get into, but hard to get out of.

To forbid alcohol, while encouraging the use of more harmful things is illogical.

To forbid light wines and beer, while encouraging the use of such stimulants as coffee and sugar is foolish.

In this strenuous age men and women will use some stimulant. Otherwise more would go insane. All that may properly be done is to encourage them to adopt those stimulants that are the least harmful, and to warn them against falling into a habit.

When you find that you cannot get along without any particular thing, it is time for you to show your will power, and to break away from the use of it, for a few weeks.

Will power is scarce. Reformers want others to give up stimulants that they themselves do not care for.

Two in a Bed.

A CORRESPONDENT asks: "Is it safe for a child to sleep with a mother who is extremely nervous, and otherwise in poor health?"

Certainly not. It is bad for the mother, and bad for the child. Everybody should occupy a separate bed in order to insure sound sleep.

Bread.

BAKERS of America seek abolition of night work. Master bakers reply that the American public demands fresh bread every morning.

That is bad for the bakers and bad for the public.

Fresh bread should never be eaten until it is twenty-four hours old. Forty-eight hours is better.

New bread contains more alcohol than "near beer." It starts fermentation, and causes gas in the stomach. Also, it is hard for the digestive juices to work in. Roll a bit of the dough up in your fingers and you will understand.

Convicts, Also.

AN OPINION by U. S. Webb, State Attorney-General of California, rendered at the request of Dr. G. F. Helsley, resident physician at Folsom penitentiary, declares prisoners may be required, forcibly if necessary, to submit to medical blood tests, and, when deemed necessary, to subsequent treatment.

Even convicts are supposed to have some rights that political doctors should be bound to respect.

Church Suppers.

HOW often do we read of ptomaine poisoning through sickness following church suppers.

Strange, is it not, that people so strict in regard to the consumption of even mild alcoholic beverages should be so reckless of health and temperance, when it comes to the question of the consumption of food?

Work.

A CORRESPONDENT wrote to The Times, opposing eight-hour laws and asked: "Is work something to be shunned and dreaded?"

Are You Constipated?

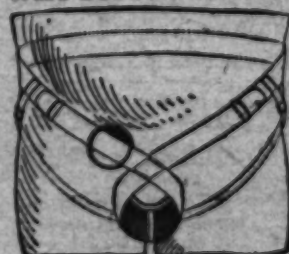
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Test depends. Congenital work is a blessing, but a man cannot develop much enthusiasm from a job of driving "rivet No. 8" for eight hours, a day, in a boiler factory.

In a paper I read a few weeks ago before the Sunset Club, Los Angeles, I said: "When machinery was introduced, each machine doing the work of hundreds of men, it was believed that hours of labor would be decreased, and that the life of the working man would be made more human. Such has not been the case. Labor in factories has become more strenuous, more intensive, until now that the working classes have the power, they are demanding and getting a change—and are naturally, in some cases, going to extremes. 'An increase of smokestacks is not so important as an increase of human happiness.'"

(CONTINUED ON PAGE FIFTEEN.)



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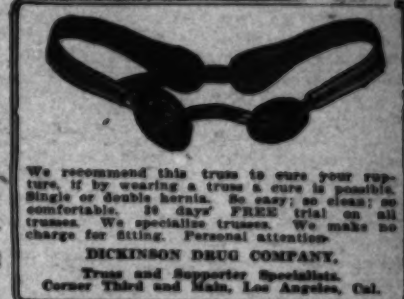


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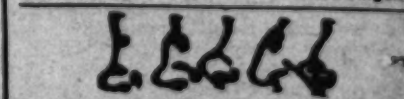
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[Sunday]

"THEM INCANDESCENTS"

BY FANNIE HURST.

WHEN Miss Althea reached Fortieth street her smart trot lagged a bit. Up in the fifteenth story of the Rialto Building she knew Kruger's Agency was filling road choruses—she had spent two-thirds of an unavailing yesterday in those same fifteenth-story offices and her heart lagged with her feet, but she crossed the street and entered the elevator.

She waited in an office characterized chiefly by red cuspidors, cane-bottom chairs and fellow artists. Three hours later a soubrette with a felino specialty act came out with a smile and a signed contract.

In the whirl of her exit the brunette Cerberus on the sacred side of the wooden railing beckoned Althea and pushed her into the sanctum. Two minutes later she reappeared, but there was no smile on her lips and no contract in her hand. The skin drawn across her cheeks tight as vellum on a snare-drum, neck bones standing out like knobs, and talon hands, would not satisfy the Dakotas any more than Broadway.

This message was writ across Miss Althea's face in crow's-feet and fine lines; she tried to erase it with pink powder.

After Kruger's she took a cup of coffee and a sinker at a Tables for Ladies' Lunch-room, and at 5 o'clock emerged from her third agency plucked and round-eyed as the archaic bird which pecked with celluloid beak at her hat.

In front of the Theatrical Exchange Building she met a one-time fellow trouper with whom she had once worked during a season of Texas "one nights." They shook hands and withdrew to the curb, which is the year-round Rialto salon.

"Howdy, Althea," Mr. Cecil Frothingham shot out his underjaw until his cigar was perpendicular and pushed a very high silk hat to a backward tilt. "Ain't seen you since we played the tanks with Gus's show—Lord, I ain't played to so much paper since."

"The show never had a chanst," smiled Althea. "What you doin', Cecil?"

Mr. Frothingham spat expressively. "The classiest act you ever seen."

"You look like you was gettin' it over, Cecil," she spoke wistfully, but without a pang. She was recalling that she had once saturated with tears a pink silk muffler she had been embroidering for him when he suddenly eloped with Millicent Evans of the Ponies.

"Got the neatest little number on the circuit. Althea—ten, twenty houses—split weeks, and signed up in navy blue ink for tholty jumps." He spoke with the assurance that is born of twenty weeks of assured future.

Althea's eyes did not leave his face. "Gee!" she said.

"Yes, me and Milly got the prettiest toin on the wheel. New York next week, Jolney City and Shawnee week after—we got 'em goin'."

He flicked his cigar-ash with careful fingers.

"I always knew you and Milly would get on in the business—don't I remember who got the biggest hand in Gus's show—you'll be playin' 'Them Incandescents' yet."

"Surest thing, we got three of 'em watchin' the act now—we're in good, all right."

"There's a whole lot in gettin' in good," her lips bubbled outward in a sigh.

He looked down upon her from six foot two.

"Wolkin'?"

"No, been in eight weeks."

"Bust?"

"Yes, closed out in Ohio—not a laugh in the show!" There were pathos and weariness in her voice.

He fumbled down in the depths of his super-cut Prince Albert for a card and scrawled a line.

"Here," he said, "this is to my friend, Holmen Casky, he's up in the Exchange now. Sillin' in 'Reno Girls,' hand over this card and tip the queen at the rail with my name."

just you use my name, and that'll tame him."

"You're awful good, Cecil, but—"

"Don't thank me—there ain't no harm done. Just you stick to the Frohmans and next week drop in and see our act, 'The Prince Plumber,' at the Gem—some act, that!"

Althea remained at the curb, looking down at the card in her hand.

When Mr. Frothingham was well out of sight she turned into the Theatrical Exchange Building, scanned the hall directory, and traveled up to the Ideal Agency, Herman Casky, proprietor.

When she came down, night-blooming Broadway had opened its thousand thousand incandescent eyes, and Althea had

back into her jacket, and without a word went through the ill-smelling gloom out into the sunlight and back to her rooming-house.

Came noon and afternoon; she walked until her feet, tilted on cruel little heels, were singing and stinging for mercy, but she wandered on, down past the numbered streets into lower Manhattan.

For five blocks she followed a figure in a cheap tweed suit, and pinioned her eyes between his shoulder blades.

Gradually something in the shambling contour and the loose swing of the red hands pin-pricked her memory. She stuck her head—forward, the tweed figure quickened its pace, she quickened hers, it dodged, darted, before a huge truck, she dodged and



You—you ain't got money enough to hire me!

bloomed with it. Tightly rolled in her patent-leather handbag she carried a blue-covered pamphlet with one "side" of type-written dialogue; she was also a member of Casky's "Reno Girls Chorus" at \$17 a week and costumes.

When she returned to her rooming-house she gave her landlady \$1 on account, committed her lines, and recited them before her mirror:

Dolly—Oh, oh, oh.
Dolly.
Gladys.
Tootsie.
Oh, you whiskers!
Dolly—Oh, dear.
Dolly.
Gladys.
Tootsie.
Here comes Herr Dinkelspiel.
Dolly—Mamma and I have just arrived at Reno. (Flourish and kick.)

After careful interpretation of the part and after the gas-tip salesman in the adjoining room had rapped his wall three times, she undressed and went to bed.

When she awoke next morning to the longer-than-wide hall-room, she climbed out of bed and fumbled through her dressing with the pleasant haste that a 10 o'clock rehearsal demands.

She was the first to report at the stage door of the Burlingame Theater. The piano, shoved out center stage, was still covered with its tarpaulin, a lower bunch-light glowed somewhere in the wings. She scurried about and found a nail for her coat.

While she was removing the champagne-colored jacket, something anthropoid, chiefly red face and shirt sleeves, came out of the gloom behind her.

"You there," he called. "What's name?"

"Althea Virgin Allan."

By a shiver of daylight leaking in he scanned a list.

"Nothin' doin'—name scratched—you're in the bunch of chicks we cut out this mornin'."

"But I had a personal—"

"Sorry, but we had to cut down somewhere; them's Well's orders—hand over the part."

Like an automaton she held out the little blue-covered pamphlet to him, wriggled

darted, and on the opposite crossing placed her small body directly in front of the tweeds and looked up.

"I knew you was Mark Tannyhill," she said breathlessly.

The man regarded her, slowly fingering an octagonal crystal watch charm that hung from his watch chain.

"If it ain't Liz," he said ponderously—"beat me if it ain't Lizzie Parsons." He held out his big paw, and pumped her arm up and down, crushing her fingers together until the tears started to her eyes. "Td 'a known you anywhere, Liz," he added.

"Td have known that back anywhere, too, Mark; I knew you before ever I got a peek at your face."

"An' this is little Lizzie Parsons, who I ain't seen for nigh on sixteen year." He spoke with the slowness which characterized him.

"Same old Liz—to home folks; only it ain't the sort of name looks good in lithograph."

"Lordy, lordy!" he said, passing his hand across his mouth. "Remember the mornin' you left to join the troupe? I a crowd like that in the store since."

"And you're still holdin' down the same end of Main street?"

"Same old corner, Liz; there was some pretty tough years there a while back; but long before paw died I had the plaster off the place, and two years ago I built on the finest brick an' mortar annex you ever seen; that's what I'm here for now; buyin' ladies' goods."

"You don't say so."

"Yes, sree; I put in a line of ladies' ready-to-wears in that annex that's hard to beat. I got suits in stock marked up to \$29.50—there ain't a year passes that Jennie Elder, up on the hill, don't buy one."

"You deserve to be on Easy street, Mark. It would have took a saint to deal with that old stepdad of yours."

He smiled. "Poor old paw, he was a pretty hard customer, but that's all over now; I gave him a \$40 funeral."

"Well, well, and how's the Bings and the Stewarts, an' tell me about Annie Hoffheimer's boy dyin'?"

He answered her with studied precision.

"After all, it's the same old town, Liz;

we don't move much down there, but you—you're the one that's been out an' seen' things—ain't there some place we could go an' talk?"

She took him into a lower Broadway confectioner's, with rear tables, for light lunch. They ordered sandwiches and coffee and cream puffs. He settled himself low in his chair, and tucked a corner of his napkin deep into his wide collar.

The subtleties of metropolitan fashion did not weigh upon him.

"Well, Liz?"

"Well, Mark?"

Her companion leaned across the table and looked into her eyes; there was no enthusiasm; just the quiet gladness which is the shimmering down of youth into years.

"Well, girl how's it comin'?"

"I guess I ain't done as much as I might, Mark." There was a little catch in her voice while she fought down her distaste.

He bit a great semicircle out of his sandwich.

"You're lookin' pert as Sam Hill. I'll bet there ain't many play actors can touch you. But I couldn't find which the-ater you was playin' at in this peaky big town. Are you actin' now?"

"No."

He regarded her hat.

"Say, that there helmet you're wearin' would make Cartersville set up some. I been buyin' 'em up at Levy's this mornin', but that there kind don't happen in \$34 lots."

With his spoon between his second and third fingers, he stirred his coffee until the tampest in the cup swirled the liquid into the saucer—he sopped it carefully with his bread.

Althea could have laughed aloud; instead, she made little bread balls and dalled them in the palm of her hand. But, in spite of herself, she warmed with a new tolerance.

"I—I guess I'm sort of down and out, Mark." She kept her eyes lowered.

"You're foolin', ain't you?"

She shook her head.

"No, I wish I was fudin', but I ain't never had a show in the profess."

"A fine singer and dancer like you!"

"In my line of the work it's bad enough if a girl ain't got the looks, but if she's got a Methydist raisin' in the bargain that she can't get out of her system, she'd better stick in Zanesville, sellin' your twenty-nine-fifty ready-mades. I know what I'm talkin' about."

"You can't mean all you're sayin', Liz. There ain't a girl ever done the town prouder'n you."

All her little pretenses had fallen away, her mouth-sagged, and her chest collapsed into a hollow.

"Yes, I've kept up the bluff stuff pretty strong at home; but many a night I've writ back of the swell life I was leadin' when I was so lonesome I ticked back at the clock. No, Mark I ain't made good; just take this here season; just seems like there ain't no room for me even in burlesque. The town's got me scared; I can't fight it any more—I—I'm giving—out." Two splochy tears rolled toward the corners of her mouth.

The man leaned across the table with his chest perilously near the coffee.

"Why, you poor little girl," he whispered, "you—poor—little—thing."

She sniveled and smiled.

"I—I guess I'm jest tired out—worryin' about money and—things."

"Lizzie—Liz, come, go back with me!"

"Mark!"

"There ain't a gal ever taken your place with me, honey. I got your picture in your baptism dress in my satchel this minute. Lemme take you back, Lizzie, and take care of you. It's different now since paw's gone. I couldn't hold you then, but now—now?"

"Oh, God, Mark, you don't still care, do you?"

Her eyes were black pools, reflecting fire. He felt for her hand across the butter chips.

"Girl," he said, "Td take you back to-morrow."

"You don't care how I been hittin' it all these years?"

"I ain't carin' nothin' just so you been straight, and you been that, ain't you?"

She nodded in emphatic assent.

(CONTINUED ON PAGE ELEVEN.)

CARE OF THE BODY

Civilization.

FATHER BERNARD VAUGHAN of London says the English and Americans are fast becoming a race of marionettes. They live artificially, the human element seems to be taken out of them, and they are becoming creatures living on headlines, snapshots and moving pictures. They cannot sit down to a meal without leaping up to "jazz" between every course, and when they go to the theater it must be for something extravagant or suggestive, with no more practical service in it than a madman's nightmare.

If this is the best that "civilization" can do for us might it not be well to return to "barbarism," which is often noble, and at least natural?

When missionaries invade the happy isles of the Pacific, they bring the Bible and clothes. "Laymen" contribute rum and syphilis. Then the natives—pictures of healthy manhood and womanhood—begin to die of tuberculosis, a disease of civilization.

Civilized human beings are overdressed—yes, even the women. Many modern diseases are largely caused by smothering the skin. Expose your body as much as possible to the air and sun. Air baths are more important than water baths.

"Civilization" is by no means an unmixed blessing. In fact, some go so far as to say that it is a curse.

A medical correspondent of Los Angeles, who believes in natural methods, writes:

"I was instrumental in curing a young man from Iowa last year. He was suffering from tuberculosis and impotency. I put him on a very plain diet of lettuce, water-cress, raw carrots, etc., and told him to go down to the beach off the Palisades at Santa Monica and lie behind a rock, naked, as much of the day as possible. He improved so rapidly that no one could realize just why he got along so well. At last some officious beach walker saw him going off early in the morning to some secluded place behind the rocks, followed him, and told him that he would have to keep off the beach unless he kept his clothes on. That ended his beach treatments, and he went back home."

Vilhjalmur Stefansson, noted Arctic explorer, declares that efforts to civilize Eskimo tribes inevitably result in disaster to the tribes. One tribe of 5000 has been reduced to forty persons through the civilizing process.

What we call "civilization" is largely the adoption of unnatural methods of living.

Physical Education.

WHILE the California Legislature wasted millions, the Assembly, by a vote of 37 to 32, refused to allot the small sum of \$40,000 for physical education in schools. Assemblyman Prendergast, who introduced the bill, said: "This action wipes out physical education in California schools."

Whatever may be thought of military training, there should be compulsory physical education of all children, from the kindergarten up, so as to start them in life with sound bodies, able to resist disease. This is far more important than to cram their brains with superficial knowledge, most of which they forget soon after they leave school.

A Woman's Experience.

FOLLOWING is from a Los Angeles woman:

"During the influenza epidemic my husband came home with it while working for Liberty Loan. I took care of him without help from anyone, and he came out fine. Then, just as he was all over with it, I got it and the fever raged for days and nights until I was so weak I could scarcely move. During this time I had only a little grape or orange juice. I began to feel better as soon as the fever let up, but my husband became frightened at the many "health" reports and because everyone advised it, he called a doctor, a stranger, who came two days after the call, during which time I was almost well. Although I told him I did not want an examination—which he said was necessary—I was given no choice. He put such pressure on my womb that I cried out in pain. He insinuated that I was pregnant, but I told him it was impossible for many reasons and because the condition I was then in proved it. He smiled and said, "Oh, that's all right; I'll take care of it." Then, taking a little instrument out of his case, saying, "Just a little precaution," he

injected it into my husband's arm. Into the little girl's and into mine. My husband and I thought it was to keep the fever down, and by the way he went at it, giving us no choice in the matter, we thought it was because it was compulsory, as there was much talk about the city taking such action. The boy did not get an injection. He alone escaped any illness.

"The doctor left a lot of capsules, etc. I took two of the capsules and in a very short time after was in such agony of pain and suffering that death would have been a relief. The pains were very much like labor pains in childbirth, but longer and more severe. My arm became so swollen and sore that I could not move it and the pain in the region of my heart was so severe that I could scarcely breathe. I took two more of the capsules and had two more spells, after which I prayed to die, as a release from the suffering. After each spell I became weaker and more delirious, clutching at the air to keep from sinking into a black void. The suffering I endured during this time was beyond description. I refused to take any more capsules and in a short time began to feel better and had no more pain.

"The little girl (age 10) had never been ill since birth, not even a cold, but she suddenly became delirious and her fever went higher and higher. She begged constantly not to have any more injections and not to let the doctor come near her, so my husband promised it to quiet her.

"Two days after the first call the doctor came again, took my temperature and said I was coming along fine. I told him how I suffered and he smiled and said he thought I was all right then, but as soon as possible I was to have a very serious operation, it being very necessary. This was encouraging, after what I had just been through. Then he took the instrument out of the case for more injections. My husband, in a pleasant way, asked him if he couldn't take care of the case without the use of it. He told him of my weak heart and how it affected the girl. The doctor flew into an awful rage, demanding his right to use the serum and yelling at my husband at the top of his voice. He raged and stormed in the sick room like a madman, saying he would use the serum or throw up the case. He even made a move to inject the serum, but my husband told him either to treat the case without the serum or to get out. The doctor went wild and my husband pointed to the door and said, "You've got two minutes to get out." Declaring that he would have nothing more to do with us the doctor grabbed his case and ran out, slamming the door with such force that neighbors heard it. The noise caused a young man, very ill in another part of the house, to leave his bed to inquire the cause.

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St. Joseph News-Press

MARRIED LIFE OF HELEN AND WARREN

10
The Los Angeles Times
[Sunday]

"Them Incandescents."

(CONTINUED FROM PAGE FIVE)

"Girl! It's time I was takin' you home to take care of you."

"Back home with you, Mark?" she repeated, like a tired child suddenly warmed and cared for. "I'm going back home with you?"

"Yes, Lizzie." His long face with the furrows and stubble beard smiled, and the smile was like light out of darkness.

He paid for their meal and together they went out into a glorified evening. They strolled until the after-theater crowds came pouring out, and the streets were still thronged when they came to her place in Forty-fourth street. Under the dim hall light he kissed her shyly on the cheek.

"Good night, my galie—be ready for me bright and early!"

She held the door open and watched him down the steps. He looked back once, twice.

Then she packed.

Her make-up box, along with some property gewgaws, a pair of black silk tights, a short pink saten skirt and a blonde wig, she crammed carefully out of sight; a pair of tarnished gold slippers, relics from the "Prince of Bagdad," were cast aside along with other dirty and discarded finery. She cleaned a pair of white gloves and hung them from the towel rack to dry.

When she finally fell asleep there was a smile on her thin, unbowed lips and the hollows in her cheeks were pink—so were her dreams—except once when she stirred in her sleep and muttered into her pillow.

The morning brought her a letter, but no thrill. It came from the Ideal Agency—her little part was inclosed with a brief message:

"Can use you in the Dolly part, 'Reno Girls.' Call at 10:30 a.m. Friday for rehearsal and sign."

She folded it away in her bag, crammed the remnants of her scant belongings into her road suit case, and at 10 o'clock met Mark in the lower hall, diffident and with half-raised eyes.

They arranged some details of their journey and went out together.

"Kinder seems like we're dreamin', don't it, Lizzie?"

"Yes," she replied softly, "jest like we're dreamin'."

He showed her the ring, a little gold band with a tiny oasis for engraving.

Outside in the morning air it seemed to Althea that she had never known the black yawn of a rehearsal stage; life had swung on its axis and carried her into a new, clean world.

Even the brownstone fronts and boxed trees appealed to her as cool and detached. She looked up into the hacked face beside her and they smiled into each other's tired eyes.

That they two should have met and dovetailed just when life's edges were most jagged! They were dumb out of sheer respect of the great scheme of things which had made their miracle possible.

"What you thinkin' about, honey?"

She started and flushed. "Oh, I—I was thinkin'—let's have egg omelet and hot waffles for breakfast."

They laughed.

In front of the Burlingame Theater she halted, held by a sudden impulse. She fished about in her bag for the little blue part and brought it forth shyly.

"Wait a minute, Mark—I could quit even and throw their old bit back at 'em, but I'll play decent." Her head reared. "I'll give 'em notice that I don't care for the engagement."

So she spoke, but deep in her heart she knew that the hour was sweet—her brief moment was balm sufficient for the years of aches and bruises that had gone before. To deny where she had been denied. Ah!

She left Mark and her suit case standing in the narrow alleyway outside the stage door, and she entered alone, groping through the dark passageway.

The smell of grease paint and musty wings smote her nose too pleasantly and kicked-up dust half choked her. The chorus was forming and flanking the stage in parallel lines, a solo dancer in green stepped out into the painted circle which designated the "spot," the piano struck up. Miss Althea was shoved into a gap in one of the parallel lines, and with the first rhythmic swing of a ballet step she had known in her brief Broadway days, her nimble feet fell reflexly into step, her nostrils distended like a city horse scenting the turf, she took a pinch of narrow skirt between each thumb and forefinger, her lips parted according

to the "show em teeth," smile, and the show em teeth—just for years came back to her with post-graduate fluency.

When the piano ceased she remembered and withdrew from the ranks, reddening and ashamed.

Some one nudged her, a voice shouted, shouted again:

"Say you—the second one—there—you, with the bird on your hat—down front here—only one in the gang wise to the step—down front, I say!"

A blonde in black earrings pushed her forward, she heard the piano bang out the familiar refrain, and Miss Althea Virgin Allan, yesternight of the ranks, stepped into the nimbus of the calcium.

"O-o-o, two—three—kick! One, two-o, three, kick—come on there, kick, this ain't no Sunday-school picnic—put on speed there—kick, Birdie, kick!"

The music banged faster, she swayed her little body and kicked up her worn shoes until her mouth opened and the color flowed into her face and behind her ears.

"That's the goods, now everybody in line and follow the polly—that's some bird."

A shout went up, but it only sent the blood pounding hotter into Miss Althea's brain.

She was "discovered." Queen of the chorus! She prousetted faster, kicked her scant skirts higher and the shouts rose with her.

Above the din the director's voice clapped like a sharp hammer.

"Nix on the rough stuff; it ain't always the thousand-dollar spring chickens that delivers the goods. That old girl's wise to the step, all right, all right, so cut out the joy, ponies; I don't see none of you wearin' beauty medals."

"One—two—three—kick!"

"Wait till you take on her age; wait till you're war-horses yourself."

"One—two—three—kick!"

Althea danced; the Burlingame Theater might have crumbled about her ears for aught she heard.

When the music ceased again she went over and sat on a trunk, fanning herself with both hands. The blonde in earrings flopped down beside her.

"Oh, you spotlight queen!" she said.

Althea lowered her eyes with the sweet depreciation of a debutante.

"Not quite," she said archly.

She strained inquiring eyes into the gloom of the wings.

"Ain't the manager around?" she asked, rolling and unrolling her little part. "I gotta see him."

"What you goin' to do—strike for front row?" said the blonde one, winking at a near-by group.

There was amused laughter; then the voice came to her from across stage.

"Here you, Miss Birdie—come here and do the step—this un here's got a come down like a flat-iron."

Her nostrils quivered, she stepped into the ring.

"O-o-o, two—three, kick!"

"There!" roared the director to the spotlight girl in green. "Can't you get wise to the turn? Do it again, Polly; do it fer her again."

"Gawd!" muttered the green one, "as if that peanut could learn me." She watched Miss Althea sullenly.

"Good girl!" shouted the director, and patted her on the shoulder. "Good Polly; once more, now—together—there!"

Little thrills were darting all through her body; she had gripped Success by the shoulders and looked into her inspired eyes.

An electric bell shrilled from above somewhere; her mentor consulted a large gold watch.

"One hour fer feed—lines after twelve-thirty. I'll need you first, Polly."

She stepped out of the dispersing ranks.

"You can't count on me; I ain't takin' the part." She held forth the pamphlet. "I jest came in to give this to the manager, but—"

"Well, whata you know about that? What's got you anyway, I'd like to know? You'll be wantin' first business next."

She pressed the part into his hand. Her eyes were bright.

"I can't accept the part."

He scratched his head.

"Well, now, just to show you that I'm willin' to do the right thing, tell you what I'll do—tell you what I'll do—I'm goin' to give you a show, kiddo. I ain't had no ginger in this chorus yet."

He turned and shouted up a flight of stairs leading to dressing-rooms above.

"Leo! Here Leo!" A figure she recognized shuffled down the flight. "Say, Leo, slip this little un in the Rainbow bunch."

I'm goin' to give you a swell show, kiddo; twenty-five a week and tights—say! See what I think of you."

Mr. Well regarded her with unenlightened eyes; the knowledge that he had once left her and a company of thirty stranded in an Idaho town would not have aroused him anyway; his face was flushed, and his words came thick.

"That's right, give 'er a chanst, Harry—give 'er a chanst, if she's a live un."

There was a gush of blood to her throat. Her dream had suddenly emerged iridescent-winged from its chrysalis.

"The Rainbow girls is goin' to be the biggest hit since the Nightingale chorus me an' Leo put out season 'fore last. It ain't the usual thing fer me to do this; but just to show you that my heart is in the right place, an' that I 'preciate a live-wire when I see her, I'm goin' to hand you this. Eh, Leo?"

Leo nodded dully. "Good boy," he said.

Like a dingy mote in a calcium sunbeam, a loose figure, wearing an octagonal crystal watch charm that caught a ray of light, ambled into the spot. A titter ran through the scattered chorus.

She crossed to the men, addressing herself to her erstwhile manager.

"You," she flamed in low-voiced anger—"you ain't got money enough to hire me, you ain't. I know your kind, and I know you. You ain't no man; you're a beast."

"Easy there, Polly; don't—"

"I ain't forgettin' what I've had to stand from you an' them like you. I don't want your part. You can save the tights fer some other Polly. God help her; but I don't want her part; I don't need you no more."

The director looked at her blazing face and laughed.

"Go to it, kid; that's the kind of fireworks we like to see." He threw his arm across his companion's shoulder. "You got a long head on you, little un; you'd 'a' stood as much show in the Rainbow after you'd learned 'em the step as a sea. You're all right, kiddo!"

With her limbs trembling she returned to Mark; their laughter followed her.

"Come on, dear," she said gently.

His hand closed over hers, but his eyes were busy; they dwelt in profound admiration upon the shapely back of the green beauty.

"Who's the grass-colored un, Althy? I ain't seen many better-lookers. Who is she, Althy?" He lingered.

Althy again slipped her arm into his. "We'd better be hurryin' Mark—trains don't wait on nobody."

"I guess you're about right, honey." They quickened their speed.

Seated in the coach, he patted the back of her hand.

"This is some town, Althy," he said softly; "this is some town!"

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COL. ROOSEVELT never wearied of telling the story of Littledale, a story in illustration of resourcefulness and pluck. He would begin:

"During some amateur theatricals in my early youth, Littledale, one of the performers, had to leap into a river in order to escape from some wild beasts. The stage was so arranged that the river was invisible, but Littledale was to be seen jumping from the cliff. Behind the scene he was to land on a soft mattress while at the same moment a rock, dropped into a tub of water, created the necessary and effective splash. "But, although the leap had been all right at rehearsal, everything went wrong on the night of the performance. Neither mattress nor tub was in place.

"Poor Littledale made the leap all right, but he landed eighteen feet below, on the oaken floor, and there wasn't any splash to drown the crash, either.

"The audience, expecting to hear a splash, but hearing instead the thunderous crash of Littledale's body as it struck the floor, began to laugh, but the actor, though dazed by the fall, silenced them by shouting from below:

"By heavens, the river's frozen! Then he fainted."

Classes Unnecessary.

THEY were on their honeymoon, and were spending it amidst the mountains of Colorado. Nearly every day they attempted to climb to a fresh height.

"There!" exclaimed the wife, when she had finished panting, "we have tramped all this distance to admire this beautiful view, and we have forgotten the glasses!"

"Never mind, darling," replied he, taking a small flask out of his pocket. "There's no one about. We can drink just as well out of the bottle!"

Getting it Right.

TWO American negro soldiers were discussing musical instruments.

"Yar," said one. "Ise gwine ter git me a eucalliptis."

"A what?" queried the other.

"A eucalliptis—dat's a musical instrument, fool."

"Go on nigger! You can't kid me—dat's one of de books ob de Bible."

Real Loss.

WAR CORRESPONDENT W. B. TRITES said in Paris, after he had paid forty-two francs for a small order of liver and bacon:

"The French farmers are mainly responsible for the high prices. They have clutched the public by the throat and won't let go. In fact they are squeezing harder and harder all the time.

"Zola, in 'La Terre,' didn't paint the farmers a bit too black. I said to a Basque farmer one day at Ispour, during the epidemic of grippé, 'how is your daughter?'

"She pulled through all right," he answered mournfully, but my piglet died."

"Well, anyhow, you ought to be thankful that your daughter's life has been spared."

"I don't know about that," mused the farmer. "Frances might be a blessed angel up in heaven by now, but—and his voice broke—the pig's a dead loss. Yes, a dead loss at 50 cents a pound on the hoof!"

We'll Say it Is.

THEY were having a lesson in natural history and the teacher asked the class if anyone knew what a ground hog was. Up went a small hand, waving frantically.

"Well, Johnny, tell us."

"Please ma'am, it's a sausage," answered Johnny.

The Tout Ensemble.

AT A WASHINGTON reception a lady whistled in a shocked voice to Senator Nelson:

"Look at that girl! I never saw such a décolleté blouse and such a short skirt, and such transparent stockings. I'm shocked beyond words for I always thought her a very quiet creature."

"Perhaps," laughed Senator Nelson, "she's one of those who believe and practice the good old saying that young girls should be seen and not heard."

Compiled for The Times Illustrated Magazine.

Daniels a "Good Sailor."

LIKE Capt. Cochran of the Pinafore, Secretary Daniels is "never, never sick at sea."

The Secretary frankly admitted that, prior to sailing for Europe, Daniels was asked what he intended to do during the voyage. "Rest," he said.

"But what if the sea is rough?" asked a young man who had had experience.

"I'm a good sailor," was the reply. "As Secretary of the Navy I have to be."

More Work.

"**S**CIENTIFIC management is all right if not carried too far," remarked Senator Lodge, "but too often science is a failure because it fails to take the human element into consideration. It calls to mind the efficiency expert who, after watching a hod carrier for several minutes, approached him and cried:

"Here my man, that's not the way to pack bricks in your hod. Watch me," and he proceeded to arrange them so that he got eight more bricks in the hod than did the workman."

"Sure, and I've done that meself, but it's no good," scoffed the workman.

"No good," cried the other in amazement, "and why not, you've got eight more bricks in it now."

"Sure," agreed the other, "and it makes the hod that much heavier every trip."

Both Kinds.

DOWN at the Santa Fe depot the other day when the trainload of wounded came in, a sweet young thing, after kissing a dozen or so doughboys through the car windows, asked one what he really thought of the army.

"Well," he said, "for my part, I think there was too much drilling. The sergeant drilled me till I was fit to go to the front, and then a German bullet drilled me so they had to send me home."

Worst to Come.

TO THE outsider, a medical college is anything but a humorous place, but from Syracuse College comes at least one good laugh. It seems a human derelict went there one day and offered his body to the institution for \$100.

"You're all discouraged, are you?" asked the professor, who alone tried to cheer up the unfortunate who came to him to make the gruesome barter. "Why man, don't you realize that if you sold your body to us, my students would soon take the heart out of you entirely?"

At the Races.

EARLY in the Santa Monica road races Roscoe Sarles's car ran off the course and was smashed. "Too bad," said a friend, "for I thought you'd finish in a walk."

"Well, I am, ain't I?" snapped Sarles.

All Over Now.

CUPID SPARKS is responsible for this latest from France. Seems that a couple applied to him for a marriage license the other day. At the last minute, even as she picked up her pen to sign the papers, the girl was doubtful.

"Darling," she cooed, "am I the first girl you ever kissed?"

"Lord no," cried the truthful swain, "wasn't I in France the day they signed the armistice?"

Ain't it the Truth?

NOT so very long ago, Bill Hart, the reel star, was on location in Arizona. It had been a hard day and they asked one of the natives if there was a possible chance of getting a real drink.

"Well," was the reply, "I ain't sayin' but what you kin get lickier here, even if it has gone prohibition. For instance, they have a brand-I can steer yer to they call Telephone Service."

"Why do you call it that?" demanded Hart.

"Well," said the native, "the worse it gets, the more they charge for it."

Record Vote.

WILLIAM HOWARD TAFT was recalling the early days of his political career. "Some of the people you predict the most success for somehow seem to drop out of the running," he said and continued:

"There was one chap I was sure was going to rise way to the top, but I don't know what ever did happen to him. He wanted to be a county commissioner, but a lot of his friends were afraid he wouldn't stand a chance because he was inclined to be a little sporty, drank once in a while and played poker."

"But in spite of lack of encouragement, Ed went to the convention. When it got round to the nomination of county commissioners, he sprang to his feet and before anyone hardly realized what was happening he cried:

"Gentlemen, I know it isn't customary for a candidate to speak in his own behalf, but today I want to break that rule. I understand, Mr. Chairman, that they say I play poker. All I've got to say is that if every man in Ohio who plays poker will vote for me, I'll be elected by a record majority."

"And he was, too."

Wrongly Accused.

WHEN a bellhop breezed through the lobby of the Alexandria the other day whistling loudly, Manager Sibald pounced on him.

"Don't you know it's against the rules for an employee to whistle while on duty," he demanded sternly.

"Ain't whistling," protested the boy. "I'm paging Mrs. Jones's dog."

Double Entendre.

PADEREWSKI was playing a long engagement in England for the benefit of the wounded soldiers, but as he walked through the streets after each concert a certain tune which was then in vogue constantly pursued him.

He asked his friends what it was, but none of them would tell him. Finally, determined to know, he grabbed a newsie who was whistling it.

"What is that tune," he demanded roughly. The boy struggled but would not answer. Finally he broke loose and from a safe distance yelled back, "Get your hair cut." And it was not until some time afterwards that Paderewski discovered that the taunt was the name of the song, and not a personal remark as he had at first supposed.

Mettle of the Pasture.

A YOUNG soldier while engaged in the desperate fight at Cantigny was found by some of his American pals at the conclusion of a particularly desperate fight squatting in the middle of a piece of grass-covered ground. He had a little pile of hand grenades at his side and there were several enemy dead on the outskirts of the little green oasis. He had been fighting like a demon, single-handed.

"What's the idea?" asked the sergeant, running up. "Why stay here—it's all over?"

"See this grass?" was the answer, pointing to a lush patch that had been put to seed by French peasants before their retreat in the face of falling shells. "I'm keeping it for a cow back on the lines that belongs to a family I'm billeted with. It's the only pasture in forty miles."

Made a Difference.

MRS. JAY KIRKE, wife of the former Cleveland first baseman and the hard hitter of the team, was very much interested in her husband's work. At the end of each game she used to approach him and say:

"How many hits today, Jay," and sometimes Jay would reply:

"Six dear, ever one on the nose, too. Gee I'm glad I got a wife who's interested in what I'm doing."

But once in a while he wouldn't make any, and then to the time-honored question he'd about:

"What do you want to know for? Gee whiz, I wish you'd stay home and knit, like the rest of the women."

How About the Peach?

DR. BROUGHER was taken aback during a recent Sunday-school session. He had been commenting on the blessings of matrimony and, just to see whether or not the class was really paying attention, asked one girl what she considered to be the best fruits of romance. The girl pondered a moment and then answered:

"I should say the wedding date and the bridal pair."

No Good.

A SAILOR who was suffering from an aggravated case of sore throat recently visited Dr. Martyn. The latter, who is a great believer in simple remedies, asked him if he had ever tried salt water gargling.

"Have I," replied the sailor scornfully. "I've been torpedoesd six times."

Cold Weather Yarn.

OVER a glass of—er—milk the old sea dogs were swapping yarns.

"I remember one time," said the one with the scarlet nose, "we ran into a hurricane. The cook was in the galley cooking salt horse, what the owners called beef, and raising a dickens of a steam. But that there hurricane was so cold that it froze the steam solid, with poor old cook in the center, and it took us three hours to dig him out."

"That so?" replied the one with the wooden leg. "Minds me of an arctic voyage I went on once. The cold was so 'orrible that it froze the boat's shadow to the deck, and we had to hack it loose with a chopper before he could move."

"And another time—" he went on, reminiscently.

But his friend had vanished.

Complications.

CHIEF OF POLICE BUTLER speaking of the coming dry state, declares that there is one complication which the solons and others seem to have overlooked.

"Just imagine what a job it's going to be for some women to find their husbands, after Vernon and Venice close!"

A Well-behaved Fly.

A CERTAIN spinster was a most notable housekeeper, and the immaculate neatness and order pervading every room had made a deep impression upon her small but observant niece.

One day the little girl returned after a tea party at auntie's house, and in an awed tone said:

"Mother, I saw a fly in auntie's house, but"—after a second's thought—"it was washing itself."

Words Failed.

"**T**HE Bolsheviks," said Uncle Joe Cannon at a Danville dinner, "take a cynical view even of marriage."

"A little boy said to one of our Danville Bolsheviks the other day, 'father, what do they call a man who isn't married?'

"A bachelor, my son."

"Well, what does a man call himself after he's married?"

"My son, I'd hate to tell you."

Distress Signals.

ATTY-GEN. GREGORY, at a dinner recently, remarked:

"Bores are always talkative. There is no such thing as a silent bore. One of the lik once said to me at a party.

"Jones isn't very polite. He yawned three times while I was talking to him yesterday."

"But maybe he wasn't yawning," I protested, "perhaps he was trying to say something."

He Says He Does.

DID you see what the papers said about you the other day?" asked a lady of Senator Borghum. He nodded and she went on, "do you really read everything the papers say about you?"

"Certainly," replied the Senator. "The politician who doesn't read everything the papers say about him stands no more chance than the actor who tries to make up without a mirror."

"Back home with you, Mark?" "Oh, it's time I was taken home to take care of you." "When the piano ceased she remembered and withdrew from the ranks, reddening and ashamed." "The show six teeth," smile, and the step she had not tried for years came back to her with postgraduate smoothness.

"Them Incandescents." (Continued from page 10)

MARRIED LIFE OF HELEN AND WARREN

BY MABEL HERBERT URNER.

Helen's Self-consciousness at a Formal Dinner Makes Her Painfully Awkward.

AS THEY whirled down the rain-blessed street, tensely anxious, Helen gazed out through the beaded glass of the cab door. Twenty minutes of eight by the last shop-window clock! And the dinner card had read 7:30! "Oh, dear, we'll be dreadfully late!" "Lucky to get there at all a night like this," shrugged Warren, his profile sternly outlined under his silk hat. "Had to call up four companies to get this taxi."

It was another ten minutes before they drew up at the Skyrent Arms, where the Van Vorts had a pretentious duplex apartment.

In the blue and gold dressing-room, while a French maid took her wraps, hastily Helen tried to fluff her elusive hair, now limply straight from the dampness. They were so late—she dared not ask for a curling iron.

Through the hall came a disconcerting buzz of voices. Meeting people was always hard, and now, flustered by their conspicuous lateness and her hopeless hair, with shrinking dread she entered the drawing-room.

Mrs. Van Vort, stout but stately in gray satin and silver net, hurried forward to greet Helen and introduce her to a bewildering number of guests.

Hardly was this ordeal over when the dining-room doors were thrown open and dinner was announced.

The long candle-lit table was most impressive. The color scheme, violet and yellow, was carried out in the flowers, candle shades, and bon-bons.

From the place cards, Helen found she was between a Mr. Reed and a Mrs. Dorsey. Apparently there was one man short, and as the least important guest she had been seated by another woman.

Mr. Reed was absorbed in the vivacious blonde at his left, while Mrs. Dorsey ignored Helen to claim the man at her right. From that moment Helen knew that for her the dinner would be constrained and awkward. Already she felt hostile toward the hostess for seating her so unfavorably.

Realizing this attitude would but increase her unhappy self-consciousness, she strove to adjust herself to the situation. Perhaps



promised a good "leg-show." But he drew the line grimly at the opera, and the very word "concert" he abhorred.

"We were speaking of Palli Gutchi," politeness finally forcing Mr. Reed to include Helen. "Have you noticed her coloratura isn't quite what it was?"

To admit that she had never heard Palli Gutchi would at once terminate the conversation, so she murmured a faltering:

"Why, I—I hadn't thought of it in just that way."

"In Traviata—didn't you think her tone quality rather faded?"

"Yes, perhaps it did," straining desperately for some musical phrase that could be safely applied to any voice. She knew there were such words as timbre, overtones, legatos—but she did not know how to use them.

His duty discharged by these few remarks, Mr. Reed with obvious relief again devoted himself to the musical blonde.

They were only at the roast—that meant at least three or four more courses, anguished Helen. Everyone was talking and laughing—only she sat awkwardly silent and ignored.

The dinner seemed interminable. She could have screamed with relief when the hostess finally made the move to leave the table. At least for the rest of the evening she would not be between Mrs. Dorsey and Mr. Reed.

In the drawing-room Mrs. Van Vort seated herself in a complimentary winged chair, before which a maid rolled up a tray table with the coffee.

tell on a black typed ad:

"BE A CONVINCING TALKER!"

THE ART OF CONVERSATION!

How I learned to be an easy conversationalist in one evening. I learned why I had always lacked confidence, why I could never talk with assurance.

A crashing chord from the piano. The blonde was about to sing.

Hurriedly Helen replaced the magazine and assumed an expression of enrapt attention. But she was hardly conscious of the affected, acrobatic voice, for her thoughts were riveted on that "Art of Conversation" ad.

She knew that lately the magazines had been full of similar advertisements. A mail course in conversation! Why not? So many things were now taught by mail—why not conversation?

As the evening dragged on Helen felt even more conspicuously apart. Her back fairly ached from the straight high chair, yet everyone else seemed lounging comfortably.

Her tension was almost at the breaking point when Mrs. Weston's car was announced. This was followed by a general movement of departure.

"Oh, Mrs. Curtis, must you go so soon?" gushed Mrs. Van Vort at the moment of leave-taking. "It was so sweet of you to come out such a night."

"I've enjoyed the evening so much," lied Helen effusively.

It was not until they were in the seclusion of a taxi that her taut nerves relaxed. Limp and exhausted she leaned back.

"Some party!" Warren drew out a cigar. "Corking good dinner. Those were mallard ducks—the real thing. Eh? What's the matter?"

"Oh, I—I'm just so tired!" half sobbing against his shoulder.

"Tired?" In vain she tried to check the welling torrent.

"Oh, I—I never spent such a wretched evening! That awful dinner between that woman and Mr. Reed—they hardly spoke to me! And afterward—oh, it's all because I can't talk—I haven't any conversation!"

"For the love of Lulu!" amassed Warren at this outbreak.

"Everyone else had something clever to say, and I—I was tongue-tied and silent! I always am! I saw you look at me—oh, I knew what you were thinking!"

"You did, eh? Well, what was it?"

"That I was awkward and—and out of it! That I hadn't anything to say—that I was—just—"

"Huh, you're a bum mind-reader. Want to know what I really was thinking? That you were the best looking there, for one thing! And that I was darn lucky to have picked one who hadn't got fat on me—and wasn't always trying to grab the spot light. Good Lord, that Mrs. Weston—she'd talk you into nervous prostration!"

"Oh—oh!" Then revivingly, "and I was just planning to take a—mail order course in conversation."

"A what?" exploded Warren.

"Why, one of those 'Be a Convincing Talker' courses. You've seen them advertised in the magazines. I—I thought it was just what I needed."

"The devil you did! Ha—ha!" Warren threw back his head and roared. "Gift of gab by mail, eh? How to shoot off your mouth in ten lessons! How to keep it shut—would be more to the point!"

Then as he drew her toward him with a vigorous hug.

"Now, you're all right, Kitten. Don't ever worry because you haven't a glib tongue. Let the other fellow do the 'eloquuting.' You

keep still and do the listening—that's the best stunt of all. Deliver me from a cackling female. I can stand for one through a dinner—but not for a steady diet!"

(Copyright, 1919, by Mabel Herbert Urner.)

Of Cheerfulness.

Oh, the medicine of cheerfulness; preventive, curative. A medicine to take anywhere, anywhere. Take it the first thing in the morning. Look out of the window, think it, say it, make it a habit.

"I thank Thee, Lord, for the light of another lovely day." For every day is lovable whatever the weather.

"I thank Thee, Lord, for the glory of the sun, the blessing of the mist, beauty of all thy out of doors, loyalty of those I love, the comfort of my home."

So beginning with the morn, could one grouch or be depressed that day?

We need the spirit of the birds that "Hail the morning w-p-t cheer." The spirit of my dear summer friend in Michigan woods!

Mixed.

Teacher: Now, Mary, tell me what you know about Croesus.

Little Girl: It's what men wear in their pants.—[Boston Transcript.]



they were not talking to her, because she had made no effort to talk to them. What would she say? She groped for some introductory remark.

Topping the fruit cocktail before her were three curious, purplish candied nuggets. They were hard and insipid—unknown morsels. Here was her opportunity! It was always easy to talk to another woman about food.

"Have you discovered what these are?"

"I beg your pardon?" Mrs. Dorsey turned, politely, coldly inquiring.

"Oh, I—I was just wondering what these purplish candies are!" The remark repeated sounded inanely trivial.

"Why, candied violets!" her glance appraised Helen's ignorance.

"Oh, of course, how stupid of me! And how very attractive—to match the decorations."

"Yes." The monosyllable was eloquent of a haughty condescension.

To hide her confusion Helen now bent over the cream of artichoke soup, while Mrs. Dorsey promptly returned her attention to the man at her right.

Fortunately Warren, who sat at the far end between the hostess and Mrs. Weston, was too engrossed to notice either her embarrassment or her neglect.

Mr. Reed was discussing Palli Gutchi in her last concert. Helen knew only the name for she was painfully ignorant of concert and opera singers. Occasionally Warren took her to a musical comedy—if the posters

"Here's yours, Kitten. Two lumps." Warren was helping pass the cups.

"Oh, dear, wait, when you're through—won't you come sit here, by—"

But he was back at the coffee table. He had not even heard her whispered appeal.

She was in a straight armless Queen Anne chair, painfully high and uncomfortable, and without a foot rest. No one had taken the seat beside her. Was the remainder of the evening to be a repetition of the dinner? Something brushed against her tulle skirt. A large Manx cat was regarding her with serious yellow eyes.

"Oh, you dear!" She caught it up, grateful for its purring friendship. The silky jet black fur felt caressingly soft against her bare arms.

"You must like cats, Mrs. Curtis. Cuddles isn't usually so cordial." It was almost the first remark the hostess had troubled to address to her.

"Oh, yes, we have a Persian—Pussy Purr-mew. She's shaded silver with—"

A request for a refilled cup claimed Mrs. Van Vort's attention, and Helen's eager description of Pussy Purr-mew was ignored.

At least she had the cat! Jealousy she stroked its electric fur. If it would only stay with her, her neglect would be less obvious.

But even Cuddle's affectionate responses could not make her unmindful of the still vacant chair beside her. Near-by was a reading table strewn with books. A magazine lay open. Unconsciously her glance

Grover's Soft and SHOES

For Tender Feet

Finest Vici Kid, Hand Sewed Soles, Plain Toe, Button or Lace

\$6.00



Vici Kid, Sewed Soles, Soft and Easy, Lace or Congress, Plain Toe

\$5.00

Slippers

Best in the World



Finest Soft Vici Kid, Medium Heels, Plain Toe, One Strap

\$5.00

Two-Strap \$5.00 - \$6.00

Grover's Fine Dress or Street Shoes, best in the world. Hand-turn or welt soles, lace or button; cloth or kid tops

All styles of Burns' Fit Easy Shoes and slippers

\$2.50 TO \$5.00

Agents for the Wizard Foot Appliance best appliances made for you. If you have trouble with your feet, call and let our expert on foot troubles examine your feet.

Sole Agents Dr. Reed's Cushion Shoes for Women

By adding this line to our many other lines of soft and easy shoes make us the largest dealers of Comfort Shoes on the Pacific Coast.



525 South Broadway

ARE YOU AN INCOMPETENT?

BY CHARLES W. DUKE.



ARE you a success or a failure in your business, trade or profession? Are you forging ahead or standing still—"floating with the tide?" Or worse yet, are you slipping back?

Bradstreet's makes the astounding statement that the record for failures during the year 1918 shows that never before has there been a higher percentage of personal liability. Eighty-six per cent. of all the failures reported during the last year were classed as due to the individual, while only 14 per cent. were charged to extraneous causes.

There was a time, until recently, when lack of capital was the leading cause of inability to get going. But that time has passed. From 1890, when failure statistics were first compiled until 1912, lack of capital was a leading cause of failure.

Then personal incompetency went to the front and held the stage for two years. In 1913 and 1914 lack of capital took the lead again, only to be supplanted by incompetency in 1915. During the whole period of the war personal incompetency has been held responsible for the majority of business failures.

In 1915 these two leaders, with inexperience added, accounted for 62.3 per cent. of failures. In 1916 it increased to 69.5 per cent. In 1917 the figures were 74.2 per cent. and in 1918 76.4 per cent.

Tables Show Individual is to Blame for Failure.

GOING still further into the matter, the business statisticians figure that in 1915 74.4 per cent. of the failures were due to the shortcomings of the business man himself and 25.6 per cent. to uncontrollable factors. In 1916 the proportions were 81.5 per cent. personal and 18.5 nonpersonal. In 1917 the failures chargeable to the individual were 85 per cent. and only 15 per cent. to outside causes. In 1918 the total of personal failures was 86 per cent. as against 14 per cent. nonpersonal.

How? Why? What's the trouble?

Those who make up these figures tabulate the following faults grouped as follows:

- Incompetency—Irrespective of other causes.
- Inexperience—Without other incompetency.
- Lack of capital.
- Unwise credits.
- Speculation—Outside regular business.
- Neglect of business—Due to doubtful habits.
- Personal extravagance.
- Fraudulent disposition of property.

The causes not due to the faults of the individual come under three main divisions—disasters, war, floods, etc.; failures of others—of apparently solvent debtors; competition.

Times Not Good for the Bunco Business.

THE "Wallingfords" and "Blackie Daws" seem to have been having hard sledding for some time, for the figures plainly show that while frauds slightly increased in 1917, the percentage of business failures in 1918 due to this cause were lower than in any preceding year back to 1890.

Speculation has been at a low figure during the last four years, as have unwise credits, neglect and extravagance. And as for competition, the tables show that only a trifle more than 1 per cent. of the failures in 1918 were due to competition, proving that in America the man or woman has no

lack of opportunity to "deliver the goods." Here are the figures for the years 1917 and 1918, which speak for themselves:

Failures due to	1918	1917
Incompetency	36.5	35.5
Inexperience	4.7	6.8
Lack of capital	33.2	31.9
Unwise credits	1.3	1.9
Failures of others	.9	1.0
Extravagance	.6	.8
Neglect	1.5	2.2
Speculation	.4	.4
Fraud	5.9	5.7

War Placed Many Inexperienced People in Jobs.

IT IS held by many industrial experts that the war was in an important measure responsible for the increase in industrial incompetency that developed during the period of the war.

Everywhere there was a need of men and women to fill the places made vacant by draft and enlistments. Everywhere many small business concerns were changing hands to meet some phase of the war's demands. From making one product that had been their hobby for years many a concern turned to making some war product.

High wages were the lure, too, that attracted many a man who before the war had been a success in some other trade or profession.

The Enormous Financial Waste of Incompetency.

IT IS SAID tens of millions of dollars were lost by the government last year due to the waste of labor and material, and due primarily to the incompetency of untrained employees. The one great object was to win the war, and to that end all resources were trained, even though it meant that thousands of men had to be broken in on new jobs and paid fabulous wages in order to keep them on the job.

But now that the war is over the weeding out process is at hand. The unskilled mechanic or laborer who earned the highest wage he had ever drawn in his pay envelope must now prove his competence. Business, taking a cue from the government, proposes to apply the same measures for the development of competency as the army and navy employed during the war.

Why Not Apply Tests to Applicants for Work?

PSYCHOLOGICAL army tests developed the astonishing fact that of those examined nearly 45 per cent. fell below the average intelligence grade. Maj. Robert M. Yerkes, chief of the Division of Psychology, Medical Department, U.S.A., recently submitted to the members of the American Institute of Mining Engineers the following table summing up the ratings and proportions of the men examined in the army's unique tests:

Very Superior Intelligence—Four to 5 per cent. of a quota, comprising men of marked intellectuality.

Superior Intelligence—Eight to 10 per

cent. the men comprising many of the commissioned officer type and a large amount of non-commissioned officer material.

High Average Intelligence—Fifteen to 18 per cent.

Average Intelligence—About 25 per cent. offering excellent private material and some noncommissioned officer material.

Low Average Intelligence—About 20 per cent. these men usually making good privates and proving satisfactory in routine work.

Inferior Intelligence—About 15 per cent. men likely to prove fair soldiers but slow in learning and rarely rising above the rank of private. Many illiterate or foreign-born.

Very Inferior Intelligence—The majority of these are below ten years in mental age.

Engineers and Doctors First on the List.

AMONG the army professions the engineer and medical officers rank at the top in mental alertness, while of men of other vocations telegraphers took a high standing. Army chaplains also proved highly intelligent, receiving high percentages in the language tests especially.

"Measuring the brain" was a method employed in these army tests. It was held that this expedient offered a means of gauging a man's ability. "No up-to-date business man," says a writer on the subject, "should be without this great adjunct to settling definitely the caliber of a person about whom you are doubtful. Is he capable? Time might demonstrate to your satisfaction that he was or was not. But why waste time or take chances? Send him in to the professor and have his brain measured."

To which Commerce and Finance, a prominent business publication, takes exception editorially in the following terse language:

Quick Witted Men Not Always the Best.

"WITH all due respect to Maj. Yerkes, we doubt the virtue of the brain-measuring business. We have known persons who would score pretty close to 100 to whom we would not trust Confederate money, and a fair number of slow pokes we might mention have more real sense and ability than the majority of agile-minded men.

"The soldier who, in the judgment of many impartial military students, was the greatest general in our Civil War, had difficulty in writing his name or in reading the printed word. He would have been classed deficient by Maj. Yerkes's test.

"One of the ablest reporters New York ever has had rarely wrote a story. He got all tangled up when he took pencil in hand, or set forth a typewriter, yet he would go out on a 'story,' get every essential fact and telephone the details so well and in such perfect order that his worth was greater than that of a gifted writer. He would have faked if subjected to the major's test.

"Lieut. George R. Jackson declares that the most capable soldier he came in con-



tact with in France was a sergeant. He also says he told this sergeant he, the sergeant, should rank above him, and that he was qualified to command a regiment, far better qualified than various commanders Jackson had seen.

"The sergeant who had been in the service long, said he preferred to remain as he was. 'I make 'em and I break 'em,' he said, referring to the officers above him. 'As for myself, I prefer to remain a sarge.'"

"This old soldier wouldn't scale above low ordinary in the brain specialist's examination.

"Alertness of mind, education count for much, but clear thinking counts for more.

"This does not mean there is no worth in the test Maj. Yerkes believes in, but it does mean that it is not a safe or accurate gauge."

Bolshevism Will Fail Because It is Inefficient.

BOLSHEVISM, based on "committee rule," can never prevail because it places no premium on quality and permits only of "mass leadership" as against the safe and sane leadership of the man tested and found competent. The world's great problem at the present moment resolves itself into a question of personal fitness. World democracy is possible only with the development of each individual in that democracy.

"You can never change an incompetent," says a leading American banker. "The trouble with the incompetent is that he is born that way; it's his destiny. You can't make a swan out of a goose."

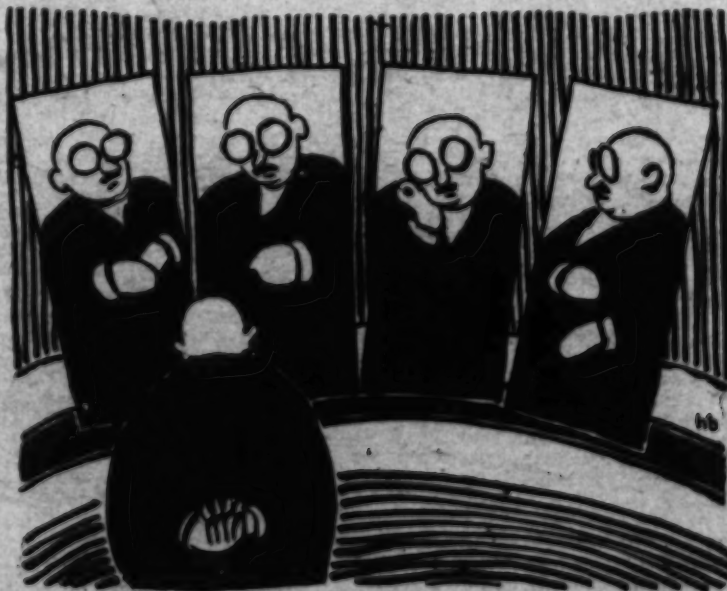
To which another replies: "Such a pessimistic view is based upon a misconception. However true it may be that one's character is unchangeable, there can be no doubt that education can effect a complete change of mentality; and, after all, it is upon the latter that competency is chiefly based."

Bolshevism, based on "committee rule," can never prevail because it places no premium on quality and permits incompetency in every field of commerce and industry; hence the fitness of the individual to successfully embark in commerce or pursue a trade is governed not so much by a previous lack of knowledge of the medium through which he seeks success as by the mental equipment and approach."

L. A. Smith, of Bradstreet's Mercantile Agency, says: "So long as men who through ignorance or mental or physical disabilities are disqualified for the winning of success are permitted to engage in business, the percentage of failures due to incompetency is certain to increase and hold its place as the chief cause of all failures, while the annual losses to substantial commercial concerns of the country will grow in proportion."

Ernest T. Trigg, president of the Philadelphia Chamber of Commerce and a close student of success and failure in economics, adds: "Lack of thoroughness, lack of proficiency and lack of application make up the sum of what is written in the book of business as incompetency. Competency can only be gained and maintained by intelligent application and education, not so much by education obtained from books as from education in the chances and risks of the chosen field of endeavor."

The handwriting on the wall seems to be plainly, "Get wise to yourself if you want to make good."



The Garden Beautiful in Southern California.

[Sunday, May 4, 1919]

Los Angeles Evening Times

FIFTY YEARS OF MAKE-BELIEVE.

BY FREDERICK WARDE.



Frederick Warde as Othello.

MISS ROSE COGHAN, who subsequently came to this country, was for many seasons a leading lady at Wallack's Theater, New York, and is still playing, dignifying her parts with the consummate art that only great ability, allied with ripe experience, can give.

Another Shakespearean revival, though on a less-elaborate scale, was a condensed version of "The Taming of the Shrew" called "Katherine and Petruchio," in which Miss Coghlan played the shrewish Katherine and I appeared as the roystering Petruchio.

The Christmas Pantomime followed Katherine and Petruchio. I did not play in it, but appeared in the farce or comedietta that preceded it, performances to which the audience paid little attention, being impatient for the brilliant spectacle they had come to see. A production of a new play by Tom Taylor, author of "The Ticket of Leave Man," called "Handsome is That Handsome Does," followed the Pantomime.

Mr. Compton was the star. He played a village schoolmaster. I was a young aristocrat on a reading tour. In one scene there were three bouts between Mr. Compton and myself. Mr. Compton was to win the first bout, I the second and Mr. Compton the third, winning the match. The wrestling had been carefully rehearsed and the falls arranged, but Mr. Compton was an elderly man, and on the first night I threw him so heavily in the second bout that it almost broke the poor gentleman's back, so afterwards the contest was limited to one bout to decide our physical superiority.

Mr. Compton has long since passed away, but what a fine unctuous comedian he was. His Touchstone, the roynish clown in "As You Like It" still lingers in my mind as the best I ever saw.

An engagement of Mr. Dion Boucicault, the author of "The Colleen Bawn," "The Shaughran" and other Irish plays, filled several weeks, and I profited greatly from his instruction. He was a master of stagecraft and dramatic detail.

Putting Realism into the Play—and Indigestion.

IN A LITTLE play called "Kerry" I had to eat a couple of lamb chops and drink a glass of brandy and water. Mr. Boucicault insisted on having the real thing. They were sent nightly from the Queens Hotel and I was compelled to devour two chops and drink brandy and water before the audience, speaking my dialogue between mouthfuls, swallowing unmastered food and drinking ardent spirits from a tumbler that Mr. Boucicault as "Kerry," the faithful servant, constantly replenished.

I have to thank Dion Boucicault for my first attack of indigestion, but I am also indebted to him for an indorsement that secured me my first engagement in this country, so in the balance of things I esteem myself his debtor.

Two interesting visitors were Mr. and Mrs. William J. Florence, who will be remembered here for their unique performance of the Hon. Bradwell Stole and Mrs. Gen. Giffory in "The Mighty Dollar" some years ago. Mr. and Mrs. Florence were advertised as "The Irish Boy and Yankee

Girl." We had many Irish comedians on the English stage, but the Yankee Girl was a new character to us, and Mrs. Florence greatly pleased our Manchester audience. Mr. Florence was more successful as Cap'n. Cuttle, in a version of Charles Dickens' novel "Dombey and Son."

Another visiting star and very great favorite was Mr. E. A. Sothern, who played Lord Dundreary in "Our American Cousin," "The Crushed Tragedian," "David Garrick" and "A Regular Flix." Mr. Sothern was a man of distinguished appearance and of complete savoir-faire; but he had lived some years in America and was thoroughly democratic with the company and dearly loved a practical joke.

A great benefit was given at the Prince's for the sufferers by the great fire that had almost destroyed Chicago. Everything was donated, the house was packed and a substantial sum of money was sent to America to aid in the relief of our American cousins. One touch of nature made the two worlds kin.

A revival of Shakespeare's "Timon of Athens," in which Mr. Calvert played Timon and I one of his faithful serving men, brought the season and my engagement to a close.

A Determination to Give Shakespeare a Worthy Presentation.

WHAT a wealth of experience those two years at the Prince's Theater, Manchester, had given me. What a variety of parts I had played. And, better still, what a love and reverence for Shakespeare and an ambition to adequately present his characters and plays had been aroused in my mind and heart. Many, many times in the years that have passed since those early days I have blessed the happy chance that took me to Manchester and the good fortune that gave me such a master, preceptor and friend as that admirable actor, scholar and gentleman, Charles Calvert.

Another piece of good fortune fell to my lot in Manchester. While I was playing Romeo to Miss Neilson on the stage, I was playing Romeo in real life to the sweetest little woman in the world. Like "Romeo and Juliet," we were married, but there the similitude ends, for the lady and myself have enjoyed a long life of happiness; and that same little woman, with a silver halo round her sweet face, sits by my side and smiles at me as I am writing these lines.

When the season had closed in Manchester I made my first essay in management. I leased the Theater Royal, Oldham, in Lancashire, for a month. I produced "Faust," "Little Em'ly," "All That Glitters is Not Gold" and several other plays. For the final week I presented Mr. Charles Calvert in "Louis XI," a part he played with great effect and skill. The result of my management was a great store of experience, but very little profit.

Brighton is but a short distance from London, yet the Theater Royal is called a provincial theater, in fact the term "provincial" is applied to everything and everybody outside of the metropolis.

It was at the Theater Royal, Brighton, under the management of Mr. Nye Chart, I secured an engagement for the next season.

Mr. Chart was an excellent gentleman, but a confirmed invalid. He had formerly been an actor of considerable reputation as a comedian. He had practically retired from the stage and played but one part with us during the season, Nat Gosling, an old jockey, in Boucicault's racing drama, "The Flying Scud."

The great scene in "The Flying Scud" is the race course on Epsom Downs. Mr. Chart, who was anything but an accomplished equestrian, had to enter the scene on horseback, having won the great race for the Derby. The stage was filled by a shouting crowd as the old jockey, in his racing colors, mounted on the winning horse, was led on by the grooms.

The Horse who had Never Received Flowers.

IT WAS a great climax. Some admirer in one of the boxes threw a large bouquet upon the stage. Mr. Blakeley, playing one of the characters, picked up the flowers and handed them to Mr. Chart, but in doing so struck the horse on the nose. The horse, unaccustomed to floral tributes and already excited by the lights and the noise,

reared on his hind legs and backed into the crowd, almost unseating Mr. Chart, who frantically grasped the horse round the neck to avoid falling off. The act drop descended. Mr. Chart angrily asked Mr. Blakeley: "What the devil did you do that for?" to which Mr. Blakeley replied with asperity: "Why don't you ride a horse that knows his business?"

Several new plays were produced, notably "Gilded Youth," by Sir Charles Young, author of "Jim, the Penman," etc., and "Marlborough," by Henry Vining. We had few stars in Brighton, but one very interesting visitor was the American comedian, J. K. Emmett, who played "Fritz, Our Cousin German." As I remember, he was the first actor to present the character of the newly-arrived emigrant with a German dialect to the English public. The play was original, Mr. Emmett sang several catchy songs and was a substantial success.

I did not play in the pantomime, although a very elaborate one was produced, but we encountered a very unpleasant experience.

A young lady was specially engaged for the leading boy's part in the burlesque opening. At the rehearsals it was found she had no knowledge of music and could not sing. Mr. Chart protested at her lack of vocal ability, but the young lady asserted, "It was the province of the orchestra to furnish the music, she would speak the words." Mr. Chart demanded her resignation. She insisted on the engagement being kept, so Mr. Chart compelled her to rehearse, dress, make up and go through her part every day in a large room at the back of the stage, with only the prompter for an audience, while another lady was engaged to appear in the public performance. The young lady heroically complied with these conditions for a week, but finally succumbed to discipline and left us. It was rather a drastic remedy for incompetence, but not without an element of justice.

My last winter season in England was spent at the Royal Alexandra Theater in Liverpool, under the management of Mr. Edward Baker. The Alexandra was a splendid theater standing next to the Lime-street railroad station and is well known to many visiting Americans.

Putting a Famous Poem into Pantomime.

THE company was a fine one and included Mr. Fred Thorne, the comedian, who shortly afterwards came to this country and made such a pronounced success as Huellin, the Welsh captain, in "Henry the Fifth," Mr. Hargreaves and Mr. Constantine, who both appeared here later in various companies. Mr. Harry Loveday was our musical director and he subsequently came to the States in the same capacity with Sir Henry Irving. All of the principal stars came to us in the course of the season, and at Christmas the annual Pantomime was produced, the opening founded in Moore's poem and called "Little Lalla Rookh."

I played a part in it called Fadladeen, in which the author had written a song, "Oh! Mother Part My Curly Hair," a parody on the tenor songs of the minstrel companies. As I before observed, my vocal ability is very limited and I anticipated the fate of the young lady at Brighton, but Mr. Loveday was very patient with me, and though I must have driven him nearly to distraction, he finally managed to get the tune into my head and I got through with it. But I noticed Mr. Loveday invariably left his conductor's seat and left his repertoire to conduct before I reached my vocal number.

We produced some new plays in the spring, notably "The Avalanche," by Miss Braddon, the novelist, and "Sithors to Grind," a domestic drama by George Ralph Walker. The latter play was intended as a vehicle for Mr. Saker to star in, and after our Liverpool production it was taken to the Globe Theater in London.

A London engagement was, and I believe still is, the goal of every English actor's ambition, and I considered myself very fortunate in having such a good part as Ned Bluff in "Sithors to Grind" in which to make my first metropolitan appearance.

Ned Bluff was a brawny young blacksmith, in love with the little girl who was a cripple and an apparently hopeless invalid. He was rugged and manly, but sympathetic and tender, and I was in love with the part.

The play was well received. I was called before the curtain and we all thought we had a success, but awaited with anxiety for the verdict of the critics in the newspapers of the following day. I was living at home and was sleeping late after the excitement of the preceding night. My mother brought all of the morning papers to my bedroom. I woke at her entrance, looked at her anxiously, knowing she had read them all, when she said: "Well, my dear, they say you are very bad," but her pleased expression belied her words. I glanced over them rapidly at first, then read them word by word.

The notices were all very favorable, and John Oxenford, the celebrated dramatic critic of the Times, was good enough to say: "Mr. Warde, as Ned Bluff, looked as if he had stepped out of one of Charles Dickens' Christmas books and acted his part with sincerity and skill."

Mr. J. H. Barnes, more familiarly known as Jack Barnes, one of the handsomest actors in England, played an important part in "Sithors to Grind." He subsequently came to America in support of Adelaide Neilson and has more recently appeared here in several productions of modern plays with credit and distinction.

At the close of my London engagement I accompanied a young and ambitious lady star with a new play to try her fortunes in Scotland. She had secured a number of good actors, it being late in the season, and we played in Aberdeen, Glasgow and Edinburgh.

In the company was a young man of about my own age named Robert Brough, a nephew of Lionel Brough, the distinguished London comedian. Bob and I became great friends.

One morning at Aberdeen we had gone some little distance out of town to the shore to bathe. While we were in the water it suddenly occurred to one of us that the royal train carrying Queen Victoria to her Scotch castle at Balmoral was to pass the Junction, about two miles distant, at 12 o'clock. We hastily made for shore, looked at our watches and found we had but a short time to make it, but as neither of us had ever seen Her Majesty we decided to make the effort.

They Saw the Queen—Wet Heads or not.

WE HAD no towels, but rapidly dressed and then arrived on a run for the Junction. When we arrived we found the royal train at the platform and a semicircle of people bareheaded standing respectfully round the royal carriage. The Queen and her youngest daughter, Princess Beatrice, were at the window, and John Brown, her Highland servant, on guard at the door. We pushed our way through the crowd to the front and took off our hats. Our movement attracted the attention of the Queen and Princess, who both laughed heartily at our appearance, and the crown joined in the fun.

We were without collars or ties; we carried them in our hands. Our clothes were disarranged. We were puffing with our exertions, flushed with exercise, and our hair dishevelled and damp, standing every which-way from the salt water. We were embarrassed by the attention we attracted, but we saw the Queen and our object was gained.

In the company was a gentleman named Mr. George Warde. Both he and I lived in the same square in Edinburgh. These squares are like a cul de sac having only one entrance. George Warde, Bob Brough and myself were starting out for a walk one morning—I think we were bound for Holyrood—when we met a telegraph boy coming into the square.

Telegram that Brought Good News.

AS TELEGRAMS were infrequent at that time, we inquired who his message was for. He answered: "A play actor named Warde." "Which Warde," we asked. "George or F. B?" "F. B.," he replied. I took the message and found to my delight it was a proposition from Messrs. Jarrett and Palmer, managers of Booth's Theater, New York, through their London agents, that I should come to America to play the juvenile leading parts at their theater and asking me what salary I required.

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[This is the sixth of a series of articles by Mr. Warde and will be followed by others equally interesting.—Ed.]

ARE YOU AN INCOMPETENT?
BY CHARLES W. DUKE.
The Los Angeles Times
[Sunday]

FARM AND TRACTOR SECTION
Los Angeles Sunday Times
PROGRESS AND PRODUCTION

SUNDAY MORNING, MAY 4, 1919.



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The Garden Beautiful in Southern California.

INFORMATION BOTH PRACTICAL AND SCIENTIFIC. BY ERNEST BRAUNTON

THE question is often asked of this department if we cannot have a real California garden copied after those of the mission days. Before the influx of Americans there was no gardening of any kind except at the mission and this was a vegetable garden. There were no ornaments. Plants for decorative use found in mission grounds at present were all given the padres by the first American settlers, many of whom brought them across at great trouble, or sent back for them to come across by wagon train or to come by boat "around the Horn."

The first exhibition of garden products held in this State was a vegetable show at San Francisco in the fall of 1851. In 1846 one Bryant visited Los Angeles and reported no ornamentals and no vegetables except beans, onions, peppers and potatoes. He pathetically remarked that he thought other vegetables could be grown here.

So we cannot go back for examples except to the gardens of those who, like nearly all our present day residents, came from "the East." But even these did little in the way of decorative gardening and the list of plants found here even as late as the great

vide a fumigation service, but there are scores of municipalities not so fortunate.

If the scale infected trees cannot be fumigated, the next best course to pursue, says Dr. Coit, Los Angeles County Farm Adviser, is to spray frequently with kerosene-soap emulsion, made of one gallon of kerosene, half a pound of laundry soap or soap powder, and fifteen gallons of water. First dissolve the soap in a gallon of hot water, and while still hot, add the kerosene. Churn the mixture to get an emulsion, as free oil in the mixture may cause injury to the bark of young trees. Shovel away from the trunk all soil soaked with the emulsion and provide fresh earth.

Native Bulbs.

So many people complain to the writer that native lily and other bulbs are hard to dig, and they prize them so much that it may be suggested such bulbs are for sale. Unless one goes specially equipped with a pick, native bulbs are beyond reach and even if you get them, the cost in labor and ruffled feelings is so great that it were better to purchase them. Local dealers handle the more common sorts, obtained by

last year's growth. Therefore, if you wish to prune them, do it as soon as they cease blooming. They will then make and mature new growth this year. Next spring flowering stems will spring from this. If you prune later in the summer or fall, after this season's growth has been made, you will cut off the flower supply for next spring.

Plant Partnership

Symbiosis is the living together of two plants for mutual benefit, either one of the pair being a symbiont. Mushrooms are the more common example of symbionts, the underground plant being the spawn or thread-like matter that runs through the soil. Many higher plants live in partial symbiosis. Rhododendrons are an example, and it is believed our live oak is another.

Avocado Growers to Meet

At the Hotel Maryland, on May 9 and 10 the Avocado Association will hold its annual convention. Friday night there will be a banquet, a genuine love feast, and the luscious avocado will be there in all sorts

are dug large and filled with this combination, success will be sure, for adobe is the richest of soils. It is not, however, good for peaches and apricots. To pull the mucilaginous matter out of adobe no crop compares with chrysanthemums. A quarter-century ago a Pico Heights garden a hundred feet square was completely converted by 'mums.

Spinks and Linda Avocados

On this page is shown a photo of two avocados which the writer afterward consumed with "goulash glee," for in this way they reached the expected goal. A Spinks of good size weighs over two pounds, while the Linda is several ounces heavier, being the largest of all avocados. The latter is one of the latest introductions and probably one of the best. The one shown was picked too green to be at its best. The Spinks was in the prime of condition and was most excellent in flavor. Both are excellent sorts to plant in local avocado sections. Both are of the Guatemalan type. The Spinks was introduced by W. A. Spinks of Duarte and the Linda by E. E. Knight of Yorkville.



Linda and Spinks avocados. The Linda is the larger one.



Giant bamboo.

boom, which ended in 1887-88, was not a long one. California gardens took on real life during this boom, for the writer came here in 1887 and varieties of new plants were coming in by hundreds. Nearly all which were here before that time came to Los Angeles from San Francisco, for we had neither railroad or port, and those reaching the northern city came in part from Australia, China, Japan and far-off lands across the sea. It is due to this fact that we have many old and rare species of araucarias, species even now not for sale in this State.

The California garden was never so near perfection as it is today. But if you wish to know what style it is, as Uncle Josh says: "You can search me."

Scale on City Trees.

The orange, lemon or grapefruit tree on a city lot which is infested with scale frequently is neglected and allowed to spread the pest. Many cities in Southern California, including Pasadena, and Whittier have horticultural commissioners who pro-

collectors from many parts. Those which are uncommon they will no doubt procure for you. If not, the source of supply is Carl Purdy, Ukiah, Cal. He both collects and grows, and in his mountain nursery may be found all the species native to California, and many hybrids he has originated.

Free-nitrogen-fixing Germs

It has been but thirty years that we have understood the good offices of these bacteria, and but one-third of that time that farmers have availed themselves, generally, of the benefits to be derived from proper growth of leguminous crops. Yet these microscopic organizations have been working for us millions of years.

Pruning Annual Roses.

Roses which bloom but once each year are now on the job. We have in mind those climbers such as the Cherokee Beauty of Glazenwood and the Banksia. These bloom on wood one year old, as may easily be seen by examination. All the little short flowering stems show out from

of costumes and camouflages, also undisguised and in his natural state, which is the only way in which "he" should be consumed. Friday morning will be given over to business and is for members only. But thereafter, until the closing Saturday afternoon, the public will be made as welcome as lies within the power of the members to make it, and some of them are as oily (in speech) as the richest avocado.

Clay and Adobe

The most vital factors in the reclamation of clay and adobe (both are clays) are sandy loam and stable manure, well rotted. Sand alone is but a temporary relief, for it will settle down through the soil. Sand is heavier than soil and the vibration of the earth, the stirring of the soil, the pull of gravity while the soil is wet, all conspire to send the sand down through the soil. If mixed with manure its progress will be slower, and some of it may be permanently arrested in its drop below. But it is better not to use pure sand, but a fine sandy loam. If holes for trees and plants

Linda, who also has other excellent varieties that he personally brought, in budwood form, from Guatemala.

Giant Bamboos.

Everyone is impressed by clumps of bamboo forty or sixty feet high. It cannot be otherwise, for this is a respectable size for a mere grass to attain. Those who have visited Japan have a strong regard for all bamboos. The late Gen. H. G. Otis told the writer that, when returning from the Philippines, he visited Japan, and that no vegetation there was so deeply impressive as the bamboo, and he had a goodly variety of the plants shipped to his home here. The first article of the writer's appearing in this department was written on bamboo at the request of Gen. Otis, fifteen years ago. All returned travelers from the orient have the same tale to tell—the bamboo furnishes the Japanese with food, clothing, houses, cooking stoves, farm implements, furniture, weapons—in fact, the bamboo is more to them than all other plants combined.

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CAULIFLOWER CULTURE—A GREAT LOS ANGELES COUNTY INDUSTRY.

BY H. H. WARNER.

Cauliflower is one of the most important winter vegetables grown in California and meets with very little competition in the state. It is produced in other producing districts during its marketing season. The only other section of the country where the commercial production of it is crop has approached the output of California is Long Island, which ships during the fall months.

Los Angeles county is by far the most important producing section and practically the only other cauliflower shipped from this State. It is produced in San Mateo county, near San Francisco. Considerably more than 75 per cent. of the crop each year is grown in Los Angeles county as shown in the following figures of acreage compiled by the Bureau of Crop Estimates:

	1916-17.	1917-18.	1918-19.
Los Angeles County	4200	4800	3450
San Mateo County	1100	1000	1000
Total	5300	5800	4450

In the season of 1916-17 there were shipped from this State 1034 carloads. In 1917-18, 2173 carloads were shipped and this past season of 1918-19 a total of 1594 cars were shipped. This movement extended from April to November.

The past two seasons have proven conclusively that the weather, in its influence on growing conditions, is the most important limiting factor in the cauliflower deal. In the 1917-18 season a combination of unfavorable weather and poor transportation resulted in the most disastrous season known, from the viewpoint both of the growers and shippers. This situation arose from the lack of rainfall through the late fall and extending up to February 1, a period during which the normal rainfall is over eleven inches. Conditions were made worse by severe drying winds which tended to retard the maturing of the crop, reduce the size of heads, and made the crop generally inferior for shipping. Last year heavy loading of cars, together with unavoidable delays in transit, owing to the poor rail facilities, resulted in the glutting of many markets with stock which had deteriorated in transit and which brought "red ink" returns to the growers.

ACREAGE DECREASED.

The unfortunate season of 1917-18 resulted in a considerable decrease in plantings for the season 1918-19, as shown by the Bureau of Crop Estimates figures, which indicate that the acreage this past season in Los Angeles county was 3450, as compared with 4800 in the season of 1917-18. The Japanese and Chinese growers, who produce a large proportion of the crop, planted about their usual acreage, but that planted by other growers was much less.

While the growing conditions this season were considerably better than last year, still there was a time during the month of February when the crop matured so rapidly it could not be handled properly and, if transportation facilities had been as poor as last year, a great deal of this stock would have arrived in bad condition. Light rains the latter part of November, after the long, dry fall, gave a more promising outlook to the situation, and, during December, the nights were so cool that little growth could be made. After this long period of retarded growth the crop began to mature rapidly the latter part of January and heavy shipments commenced.

During the period of heaviest movement from the southern district, many of the heads were loose and "ricey" and from some fields fully 50 per cent. of the heads hauled to the packing sheds were turned back to the growers for delivery to pickling works. At this time only a small percentage of heads were hard, tight and well bleached. The main movement during this period was from what is known as the "Half Early" plantings, as the "Early" strains had gone forward largely in mixed cars. The so-called "Late" varieties did not mature uniformly this season and very little, if any, of this stock was shipped.

Prior to the 1917-18 season the heavy shipping period had been in the month of January, but last year, and this, the peak has been reached in the month of February, and the crop matured fully a month to six weeks later than normal.

TYPES CONTRASTED.

Cauliflower, as produced in Los Angeles county, presents an interesting contrast to the Broccoli type shipped from San Mateo county, in the central district of this State. The Chinese, Japanese and American growers on the level, irrigated lands south of Los Angeles practice decidedly different methods of growing the crop from those used by the Italian growers in the hill lands south of San Francisco. In this latter district the common varieties are known as Snowball cauliflower, White Broccoli and Black Broccoli, the latter type being the one

of greatest commercial importance. Most of the planting in San Mateo county is done in June and July and transplanting in August and September.

The crop is usually grown without irrigation in the heavy soils in that region and, in favorable seasons, the per acre yield of cauliflower in the southern district, because of the cool, humid climate, heavy manuring and close planting. On the other hand, in dry years the acre yield is generally less than that secured in the southern district, because of the lack of irrigation.

In the 1917-18 season the yield of shipping

stock in straight and mixed cars, exclusive of pickling stock and that consumed locally, was estimated to have been 173 crates per acre in Los Angeles county and only 150 crates per acre in San Mateo county. The figures on the per acre yield of the two districts for this season are not yet available. In the central district the plants are commonly set about two feet apart each way, and each plant is watered by hand at the time it is set out, unless the soil has recently been moistened by rain. In harvesting, the heads are usually carried out to the ends of the rows by hand and packed on the ranch.

LONG PLANTING SEASON.

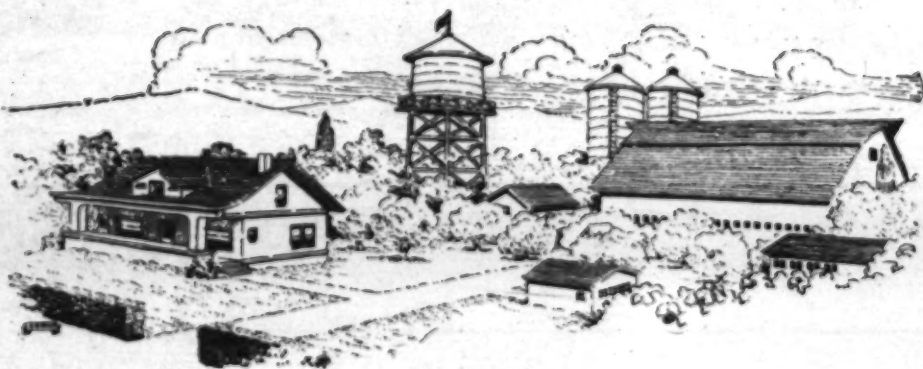
In Los Angeles county the planting season covers a long period, running from May 15 to September 1, in order to obtain the continued supply of matured heads through the winter months. Growers as a rule, and of course justly so, produce a somewhat uniform daily supply.

recognize the importance of supplying the eastern markets continuously through the year they have developed several strains of seed, known as "Early," "Half Early" and "Late," which are planted at intervals of from two to three weeks apart.

Transplanting from the seed beds begins about July 15, and sometimes continues as late as November 1. The plants are set about 20x24 inches apart in the field, and frequent irrigation is employed by the furrow method during the growing period. In harvesting the crop, each plant is severed close to the ground with a long knife, the second strike cutting off the main, outer leaves at the base, which each head is tossed into a two-wheeled cart which is driven over two rows of plants. It is generally necessary to go over each field several times, as the individual heads mature irregularly. In the southern district packing is seldom done at the field; the cauliflower is thrown from the field carts into large wagons or

(CONTINUED ON PAGE FIVE.)

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SUNDAY MORNING, MAY 4, 1919.

RABBITS IN THE HOME GARDEN.

You should try to have several rabbits, or at least two does and a buck, in the home garden. They will eat the green stuff thrown out from your garden, table scraps, potato peelings and such. They are as good meat as chicken. They increase rapidly with very little care, and offer the quickest solution to the meat question.

The importance of hares or rabbits as a source of meat for family use has long been recognized by the European people and before the war they were extensively raised in these countries, both for meat and fur. But I do not believe the American interest in them was really awakened until the "Food Will Win the War" slogan came into popularity. Since then the rabbit industry has taken immense strides and become a business and a science. Where formerly it was usually considered the sole right of the small son of the family to fuss with rabbits, grown-ups now take the raising of them with increasing seriousness.

Even yet persons unfamiliar with rabbit raising have the idea that considerable space is required for them. This, of course, is erroneous. Rabbits do better, when raised for eating purposes, in close quar-

ters, fattening more rapidly under such conditions. Of course the young from the time of weaning to the age of six months, when they are old enough to breed, should have as much space as is practicable for exercise. It is also of the utmost importance to keep the pens clean and plenty of fresh water always at hand.

Does that are kept for breeding, I believe, do best in such pens as are shown in the accompanying diagram, although, of course, this kind of equipment is only practical where a few are kept for family use. Where a number of rabbits are raised in a small space, they are often kept in tiers of cages. These are easily built.

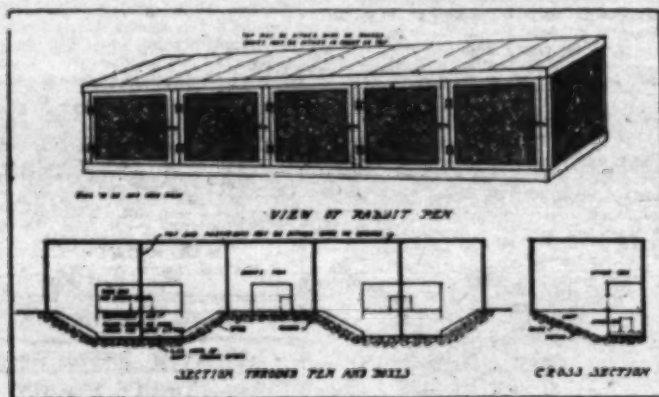
Be sure to have rabbits properly housed from the very start. It will save you work running after them and repairing your garden. It is natural for them to dig and live under ground, and I have obtained the best results by allowing them to follow natural habits as near as practicable. Where they are allowed to dig their own holes they often cave them in or dig deeper. I satisfy myself, and the rabbits at the

same time, by building boxes as the diagram shows. These have a chute at the level of the ground, and the box also opens in the level, with no dirt over it. The lids are removable, so that at all times I can open them and look down and see how the young ones are being nourished and cared for.

For the first two weeks the doe will keep the hole covered over with dirt. This should not be bothered. It keeps out the air, and she goes in to them and nurses them when it is necessary. They come out when about three weeks old and can be weaned the next week, and the doe bred again.

When the doe is about to drop her young she should be given plenty of hay and soft rags. I find cotton the best. She will begin to tear the hair from her breast, and this will indicate that she is building her nest. It is about thirty days from the time they are bred until they drop their young. They should be given milk the first three days, with a little bran or bread and plenty of green feed. There must be plenty of water before them at all times. The does should be kept each to herself after the young are weaned, and the buck always in a pen of his own.

It is cheaper to give your stock a good start than to coax a stunted animal back to growth. —Lucy Bender.



Pens for the back-yard rabbit-raiser.

If pens are built this way, says a woman who has tried them, the rabbits will never dig out and eat the garden and no canine intruders will get in.

REORGANIZING ASSOCIATION.

At its forty-third annual meeting the American Poultry Association appointed a committee to revise its constitution and by-laws with a view to strengthening the organization and broadening its usefulness. This committee has made a report of its findings which will be of interest to the several hundred members in California. Its most radical provision is to increase the life membership fee from \$10 to \$50, which might pass objection did it not kill off the present life membership by making it mandatory that they "cough up" another \$40 in order to maintain their membership. All of which brings up the interesting legal point: Can you deprive a member of his rights after selling him a life membership and taking his money for the same? Does he not have to automatically (or for the want of heart action) "pass out," in order to cease being a life member? What do the California A.P.A. members think about it?

Your own home-grown vegetables need no guarantee of freshness.

Poultry in Orchards.

(CONTINUED FROM PAGE THREE.)

many parts of this section from ever becoming alfalfa or dairying centers, the success of which industries require an abundance of water and relatively cheap land. The citrus industry in Southern California is simply a victim of its intense specialization and any radical change toward diversification is bound to disturb the whole economic fabric of Southern California agriculture.

POULTRY WORTH TRYING.

Of all the possibilities which suggest themselves as calculated to bring about any real solution of the problem of diversifying the citrus orcharding industry so as to provide for the maintenance of soil fertility without at the same time disturbing the whole system of land and water values, none appeals so much to the writer as a combination of citrus orcharding with poultry raising.

The principal advantages of this means of providing for the diversification of citrus orcharding so as to furnish manure for the upkeep of the orchard soils lie, first, in the slight effect such a movement would have in disturbing present economic conditions, secondly in the relatively small amount of land required to keep sufficient poultry to adequately provide for the fertilizer requirements of the trees, third, in the small amount of labor and capital required to make the desired change, and last, in the unexcelled character of the fertilizer thereby obtainable.

Careful experiments have shown that when chickens are confined, and all the fertilizer is recovered, one may expect to receive seventy pounds of droppings and thirty pounds of litter per fowl per year, or some hundred pounds of fertilizer. Analyses have repeatedly shown that under California conditions where the fowls are fed a balanced ration, poultry droppings will run from 1 to 3 per cent. nitrogen. On a basis of 2 per cent. nitrogen the manure from one hen during a year would contain that amount recovered from approximately twelve pounds of nitrate of soda, or ten pounds of sulphate of ammonia, which any orchardist will at once recognize as a larger application than has usually been given per tree in the past. It is extremely doubtful whether it would be advisable to have much more nitrogen available to a citrus tree during a season. In addition, the use of poultry manure would provide for a large amount of readily decayable organic matter to be returned to the soil.

GOOD FERTILIZER.

It has been the experience of citrus growers in the past that poultry manure has given very satisfactory results. Indeed, there are many growers who would use nothing else if they could get all they needed. The present high prices of poultry droppings are but another indication of the desirability of this substance as a fertilizer for citrus trees. Poultry droppings are more concentrated and therefore run higher in nitrogen than other manures for the reason that both liquid and solid excreta are voided at the same time and together, the solid portion tending to absorb and conserve the liquid portion and thus preventing loss. In addition, on account of the finely ground character of poultry manure, it works easily into the soil and becomes available to the trees much more rapidly than other manures.

Figuring on this basis, it can readily be seen that a hen per tree should serve to keep up the fertility of our orchards, were all the droppings recovered and applied to the orchards. A ten-acre unit would consist of a thousand hens requiring at most no more than a half acre for pens. Under proper management a substantial profit per hen should be received and in addition the orchardist would receive the manure free of cost. Many orchardists would undoubtedly keep the hens for the manure alone if no profit whatever were realized on the business, so valuable do they consider poultry manure as a fertilizer for citrus trees. On tracts larger than ten acres a one-man unit would be the logical thing. One man can care for 2500 hens, the manure for which would take care of the fertilization of twenty-five acres. On a ten-acre tract one man could therefore care for the thousand fowls required for fertilization, and in addition do the greater part of the orchard work, since ordinarily it has been found that one man can do all the work on a twenty-acre block of citrus.

HANDLING THE FLOCK.

In the citrus orchard the hens would undoubtedly best be confined in pens first, in order that all the fertilizer might easily be recovered, and second, to prevent the filling in of irrigation furrows by scratching as well as the compacting of the soil about the trees and damage to the lower foliage. Moreover, confinement to pens with cement floors would obviate the necessity of having well-drained sandy soils for the location of the poultry yards, a necessity learned in past experience in Southern California.

Instead of hatching chicks or buying them, on a ten-acre unit with only half a man's time it would probably be best to purchase annually 500 pullets per ten-acre block, culling down the flock to the required number and selling off those culled out.

In the case of larger acreages where several one-man units were installed the possibility exists that it might be found advisable to raise some of the larger general utility breeds rather than strains for egg purposes alone, hatching or buying chicks and selling broilers and fryers. Los Angeles should furnish a most excellent market for such fowls as well as for capons, which in many places become a profitable side line for the man who is willing to go after a select trade.

The writer realizes as well as anyone that there are prejudices and difficulties to be overcome in making the combination of poultry with citrus orcharding suggested. Nevertheless, it is felt that the drawbacks to such a combination are only of minor importance and can readily be obviated. The problem of maintaining the fertility of our orchard soils is a serious one at present and destined to become increasingly difficult. The suggestion made has been given in the hope that it may help prove at least a partial solution of this problem. In this connection, too, it may be said that a number of citrus growers who have tried the combination have been well pleased with the outcome.

FIELD DEMONSTRATION.

BANNING.—A field demonstration of the proper feeding, culling and disease treatment of poultry was recently carried on by N. E. Luce, poultry specialist of the United States Department of Agriculture, and Mrs. M. H. Woodworth, Home Demonstration Agent. Thirty-five people attended the Farm Center meeting at Banning and forty-four the meeting at Beaumont, showing the lively interest that exists in this section in the proper care of poultry. Points stressed were largely for the farm flocks rather than the commercial poultryman and much good will be derived from the practical suggestions made by the demonstrators.

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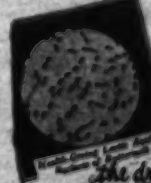
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to about \$1.25. Eastern markets continued to show an active demand because of the comparatively light receipts for the month of January, which normally is considered a heavy shipping period.

With shipments increasing sharply in February, the price dropped to about 15 cents per crate f.o.b. cash track. Toward the latter part of February the local price advanced to about \$1.25 per crate, never

auto trucks and hauled to the packing-house. Here the heads are tossed on the end of a long conveyor about four feet wide, which moves slowly and carries them to the packing-house.

There is a co-op movement for California apricots. The apricot growers of the state are reasonably sure of an excellent 1919 crop, which will be sold at a price which will make the production one of the most profitable.

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APRICOT CROP TO BE LARGEST IN YEARS.

The apricot growing season in Kern county for last season's crop is practically at an end, and with the exception of a few straggling lots which are yet to be ginned, the plant of the California Products Company will close until next season. Last season's crop approximates 190 bales of Egyptian variety, the bales having an average weight of 500 pounds. From available data, there will be between 5000 and 6000 acres devoted to apricot in Kern county this season. This will be an increase of 4000 or 5000 acres.

Farm News of the Great Southwest.

DOWN-TO-DATE REPORTS FROM TIMES CORRESPONDENTS.

OAKGLEN.—If half the fruit on the trees matures it will break them to pieces," is the statement one hears wherever fruit men congregate these days. Never have the apple orchards of the Oakglen district put out a heavier bloom and the same is true of the Yucaipa apple district, of the peach and apricot districts near Redlands and other sections. A small army of men will be needed in the deciduous fruit orchards in a few days to thin out the fruit on the trees, for the small limbs can not possibly stand the strain of the fruit now on them. The peach and apricot trees have finished their bloom in most sections now and the small peaches and cots show just how much thinning must be done. Some of the growers are bothered this year with curly leaf and a few of them have tried late spraying, but it is not thought that it will do much good. Next year the peach growers will be advised to spray with a dormant spray in February so that the fungus will not get another good start.

Spraying with arsenate of lead to stop the codling moth has been started both here and at Yucaipa. The spraying must be done just at the right time, with the right spray and in the right manner. This must be done just as the petals are falling and, in the case of apples, before the calyx lobes have closed. It may be necessary to spray two or three times if the moth is heavy, but it can be entirely controlled, according to experts. This is the first year that the trees of the Yucaipa Valley have put out an exceptionally heavy bloom, as most of them have been bearing only one or two

seasons, so indications are that the valley will have more than double the crop of last year.

INTEREST IN SORGHUM.
POMONA.—Ray C. Robinson, who is interested in sorghum culture in this section, states that there is evidence that a number of others in the vicinity of Pomona, are thinking of raising this excellent crop this season. Mr. Robinson advises all such to plant the Honey Sorghum, as it gives the highest yield per acre. The Canal Amber is also a good variety. Generally speaking, a late cane is better for the reason that the growth is larger, thereby securing greater yield if the crop is to be turned into silage.

TREES COMING IN.
VISALIA.—Importations of all classes of nursery stock into Tulare county continue at a high mark, according to the monthly report from the office of C. F. Collins, the Horticultural Commissioner. This report shows the inspection during the past thirty days of 245,276 fruit and nut trees and grape vines and 20,000 ornamentals and miscellaneous. Of the total shipments 3500 were refused entry when found infested with dangerous pests.

PLAN STOCK FAIR.
TULARE.—As a further development of the work of the Tulare Livestock Association, a pure bred stock fair is to be held here during October, the exact date to be announced later. Plans for the coming exhibit, which is expected to attract breeders

from all parts of California and the Coast, were announced by G. C. Burnett, chairman, following a recent special meeting of the board of directors. In preparation for the entrants expected, work is to be started in the near future on a pavilion which will occupy a central position in the association's grounds near the south city limits.

Records compiled by the Board of Trade indicate that during the past thirty days live stock to the value of \$300,000 has been shipped from this station. This is 50 per cent. over the monthly average for last year.

NEW WATER CODE.
PHOENIX (ARIZ.)—Arizona's new water code will go into effect soon. It was prepared by Prof. G. E. Smith of the University of Arizona, with special consideration of the irrigation needs of the Florence and Casa Grande valleys, which for years have been parched, even when water was flowing past in the Gila River. All objections made by the Reclamation Service land sections and by water users' associations have been accepted and the bill is said to be one approved by every farming interest. The Gila Valley watershed, under the bill, is to have adjudication first, this including the Salt and Verde valleys, and then there will be consideration of the Colorado watershed, including the Yuma section and the lands along the Little Colorado. A Water Commissioner is to be appointed at \$4000 salary, but Prof. Smith states that he is not an applicant for the place. The work of the Water Commission primarily is to be determination of land irrigation needs and of water supplies. Under it there is to be full adjustment of all priorities.

CROPS ARE DIVERSIFIED.
HARBOR CITY.—It is claimed by residents of Harbor City and Lomita that few places of the Southland of California can adduce proof of a wider scope of agricultural effort. Within the limits of this place there are half a hundred thriving truck farms and orchards that are producing no less than forty-two varieties of vegetables. In addition to these there are many types of rabbits being raised. Goats are here in abundance. Poultry is so plentiful that few home back yards are without chickens. And now a number of residents are taking to bee-keeping.

Half a thousand acres of Harbor City and Lomita land are laid out in popcorn, and the coming season's crop will be far larger than has ever gone on record in this part. Harbor City is also engaged in laying out trees and flowers. A movement is being started to plant pecan trees all over the place, and it is being urged that these trees be planted in avenues along the streets.

POULTRY MEETING.
SAN GABRIEL.—The San Gabriel Valley Co-operative Poultry Association has arranged for a four days' lecture course on the poultry industry to be held in the old Mission playhouse May 26, 27, 28 and 29 at which time a daily attendance of 400 poultry fanciers is expected. This poultry association is one of the largest in Southern California and the sessions are expected to draw many poultrymen here from outside districts. The lectures will be both interesting and instructive.

COVER CROPS URGED.
REDLANDS.—One of the most interesting meetings of the year for the farmers of the county was held during the week at the home of F. A. Cherrier, president of the county bureau, when R. W. Hodgson, assistant farm adviser of Los Angeles county, spoke on "cover crops." He spoke as being convinced beyond a doubt that the summer cover crop is the one thing to build up the soil, especially in the lands where the navel orange grows best. J. Thompson of Highland, who has grown oranges for over thirty years, says that five years ago his soil became so packed that he could not get water through it and he thought his grove was gone. He began to summer cover crop and now says that after one day's irrigation he can run his hoe handle its full length in the soil. Others gave their experiences and showed that those who did not believe in summer cover crops had let the crop ripen and that this put a drain on the tree which was not good for it. Walter Hadley told of the cover crops grown with the greatest success in Redlands.

SETTLERS IMPROVE LAND.
BAKERSFIELD.—The new colony of farmers near Shafter, who recently purchased several hundred acres of land from the Kern County Land Company, are rushing improvements on their property and their holdings will be planted to crops this season. The land is occupied by eighteen actual settlers from the Lodi and Reedley communities and will be devoted to grape and alfalfa culture. Until the vineyards come to the producing age, cotton is to be an intercrop with many of them. Several of the colonists have completed their acre reservoirs and fifteen pumping plants of from five to ten horse power have already been installed.

LIVE-STOCK MEETING.
NORWALK.—The last meeting of the Artesia-Norwalk Center took the form of a live-stock demonstration conducted by Farm Advisers Gordon and Scribner at the place of F. M. Hinton near here. Although the attendance was not large, the interest shown was considerable. Such demonstrations are bound to result in the use of better live stock for breeding purposes, a crying need in most parts of the State at the present time.

CENTER ORGANIZED.
MISSION ACRES.—At the last meeting of the Mission Acres Improvement Club, at which Farm Adviser Scribner spoke by invitation, it was decided to organize a local Farm Bureau Center and some eighteen or twenty memberships were obtained almost immediately. It is felt that in this section there is a splendid opportunity for co-operation in the solving of the many problems which face the farmer on the land, and that one of the best ways to start the solution of some of these problems is by co-operating with the County Farm Bureau by becoming a part of it. A committee is now out obtaining members and it is hoped that the center will be organized soon. Some eighty-five persons were in attendance at the meeting.

WALNUT MEN MEET.
WEST COVINA.—Walnut culture from all angles was the subject for discussion at the last meeting of the West Covina Farm Bureau Center, at which Dr. J. Elliot Coit was present to represent the office of the Farm Advisers. Among the phases of walnut culture which came up were the methods of planting young trees, the codling moth control work, handling cover crops, blight and aphids. With respect to the last two items, growers seemed to feel that prospects were for a good season, relatively free from blight injury and also aphids.

MASS MEETING PLANNED.
VAN NUYS.—Farm Adviser Coit addressed the last meeting of the local center on the subject of the recent Farm Bureau Conference trip and also on "A Permanent Agriculture for the San Fernando Valley." The attendance was small, but the interest shown was good. Co-operative purchasing of bean bags for the season's crop was discussed and it was decided to undertake a pool of growers. Director Jesse Rasor has great plans for this center for the coming year and is now at work on a mass meeting of farmers and their wives in the near future. Considerable Farm Bureau work has been done in this section in the way of farm calls by the farm advisers, location of demonstration plots and field demonstrations, and boys' and girls' clubs work especially.



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Farm News of the Great Southwest.

DOWN-TO-DATE REPORTS FROM TIMES CORRESPONDENTS.

The cotton ginning season in Kern county for last season's crop is practically at an end, and with the exception of a few stragglers, the cotton crop is practically at an end. The cotton ginning season in Kern county for last season's crop is practically at an end, and with the exception of a few stragglers, the cotton crop is practically at an end.

APRICOT CROP TO BE LARGEST IN YEARS.

Apricot growers of the State are reasonably sure of an excellent 1919 crop, which will be sold at a price which will make apricot production one of the most profitable horticultural pursuits this year. Growers in the southern part of the State, at least, are almost certain now that there will be no visitation of damaging frost, and are preparing an extensive campaign to gather and market the crop, which, it is freely predicted, will be 105 per cent. of normal, as against 78 per cent. last year.

General spraying, almost total absence of linnet and other troublesome birds, and a good set of fruit were factors making for an ideal crop. Growers are being urged to do a good job of thinning in order to insure best results. The farm bureau system throughout the State will engage in a campaign of education of thinning deciduous fruits.

Twelve new deciduous fruit canneries have been built in the southern part of the State in the last two years, and many new drying plants are ready for their first crop this year. These canneries are actively bidding for apricots, and the price has gone to \$50 per ton in the San Fernando and Pomona valleys. In the Hemet-San Jacinto district, the largest producing section of Southern California, the price has reached \$45 per ton for canning apricots. Drying companies are now offered 15 cents per pound for their product. The canning and drying season will begin about July 1, and will extend until nearly the middle of August.

The harvesting of this year's crop will require the service of many more men, women and children than were needed last year, but growers are assured of a more plentiful supply of workers, as many discharged soldiers and sailors are anxious for this sort of outside work. Wages, it is believed, will be at least as high as they were last year, and the growers will be better able to pay them. The production last year was about eight tons to the acre in Southern California. Some growers predict that this year this will be raised to eleven or twelve tons.

A certain percentage of the crop must be handled so quickly that it is impracticable to can it, and this portion goes to the dry-

ing plants. In the San Fernando Valley there will be two or three co-operative drying plants established this year, according to present plans.

Apricot culture ranked twentieth in importance in California last year, the acreage being 62,000, the production 145,000 tons, and the value \$9,457,500. There is a constantly growing demand for California "cots." Nine-tenths of the production of the United States comes from the Golden State. Last year, when the exports of dried apricots decreased to 5,175,000 pounds (the figure was 35,000,000 pounds in 1912,) the continent of North America greedily absorbed the surplus.

The acreage of apricots in Southern California by counties last year was as follows: Riverside, 9000; Ventura, 6800; Los Angeles, 5400; San Bernardino, 2600; Orange, 1300; San Diego, 450; Imperial, 400; Santa Barbara, 280.

Very few commercial apricot orchards were set out this year, owing chiefly to the scarcity of nursery stock, and it is a surety that there will be heavy plantings in 1920.

A feature of the apricot industry in Southern California is the early Imperial county crop. This begins to move May 5 to May 10. Imperial grows the earliest apricots of any section in the United States, and the entire crop is shipped fresh, mostly to eastern markets. As high as a dollar per pound is paid for the earliest Imperial apricots.

BUILDING UP OF ORCHARD SOILS.

WHITTIER.—The last meeting of the Whittier Farm Bureau Center was devoted to a discussion of methods of building up citrus orchard soils. The meeting was addressed by Farm Adviser Hodgson. Mr. Hodgson's talk covered the principles to follow in regulating cultural practices in handling the winter cover crop, a discussion of the subject of summer cover crops for citrus orchards, and a plea for soil building in young orchards, especially by the use of both summer and winter cover crops.

The speaker advised turning under the winter cover crop before it began to mature, saying that if it is allowed to ripen on the land, more injury than good often follows its use. This, he explained, is because it saps the ground of water at this period and in addition if allowed to become woody, is difficult to rot. He also advocated turning it under early, or if allowed to grow late, discing it down lightly as not disturbing the trees until the new crop is fully "set."

For the summer cover crop for soil building Mr. Hodgson suggested the blackeye bean or cow pea, and two varieties, the Whippoorwill and Clay, especially, as the most suitable crop. It should be planted preferably in May or June, not earlier, and turned under while still green. Sowing in drilled rows is generally more satisfactory than broadcast, it was stated. For the control of the June drop, buckwheat, sweet clover, alfalfa, and bitter clover were suggested as possible crops. Planting in February or early March for good results was advocated.

Mr. Hodgson strongly advocated the use of both summer and winter cover crops in young orchards where water is available as this furnishes by far the best method of building up the soil to a high point of fertility before the trees begin to make heavy drains on it.

SOME PLANTS ARE OFF THE CALENDAR.

Although the climate of early May allows planting of a very wide range of vegetables, and the time is now ideal for planting melons, cucumbers, okra, tomatoes, peppers and other tender plants, there are certain garden vegetable seeds and plants which do not germinate or start well in the warm weather, and it is necessary to take time by the forelock if the gardener wishes to grow these plants.

Among the varieties which get off the safe planting calendar the middle of May are, artichokes, asparagus seed, stock beets, Brussels sprouts, celery, celeriac, chives, chicory, endive, horse radish and rhubarb roots. Not until cooler temperatures arrive in September, October and November is it entirely safe to plant these again after the middle of the month.

Vegetables which may be planted with assurance now, in addition to those mentioned above, are: bush and pole beans, table beets, cabbage, carrots, sweet corn, collards, cucumber, kale, kohi rabi, lettuce, melons, okra, onion sets, parsley, parsnips, peas, peppers, Irish potatoes, sweet potato plants, pumpkins, radishes, salsify, spinach, squash, tomatoes and turnips.

Good tomato land is neither extremely rich nor very poor, but just such land as would grow extra good corn or cotton. Land that was manured heavily the previous year will generally grow good tomatoes.

Cauliflower Culture.

(CONTINUED FROM PAGE TWO.)

auto trucks and hauled to the packing-houses.

Here the heads are tossed on the end of a long conveyor about four feet wide, which moves slowly, and carries them to the packers who stand at either side. Inspectors at the receiving end of the conveyor examine each head carefully and, if the stock is loose and "ricey," it is thrown aside, to

to about \$1.35. Western markets continued to show an active demand because of the comparatively light receipts for the month of January, which normally is considered the heavy shipping period.

With shipments increasing sharply in February, the price dropped to about 75 cents per crate f.o.b. cash track. Toward the latter part of February the f.o.b. price advanced to about \$1.25 per crate, never falling below this figure for the balance of the season. The active shipping season for the southern district closed about the middle of March, with f.o.b. prices ranging



Loading cauliflower in the field.

be taken back by the grower. Generally each load is considered a lot by itself, and the grower is paid for the number of crates actually packed.

On the whole, the season just closed has been a satisfactory one for both growers and shippers. Early shipments from the southern district moved out during the first half of January, in a limited way to a few markets, at a price ranging from \$1.50 to \$1.90 per crate f.o.b., although some early stock had been shipped in mixed cars. Toward the end of January the price declined

around \$1.25 to \$1.35 per crate for the best stock then available.

In the central district, the f.o.b. price held a somewhat steadier range throughout the season. During the period of heavy shipments from the southern district in February, the lowest price reached in the central district was 10 cents per crate above that for the south. Toward the latter part of the season, prices for cauliflower from the central district advanced somewhat, but ranged about the same as those being received for first class stock in the south.

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Los Angeles CALIFORNIA HAUSER PACKING CO. California

No cattle are grazed in the lanes—it would tramp down the banks and do not eat as clean as sheep. Some of the ditches have been untouched with the shovel for four years. The sheep, mainly Hampshire muttons and shear only about three pounds, twice a year. Lambs come at 100 per cent. a year and usually are around \$8 a head. The only charges against the service performed are those for shearing and for a couple of tons of hay in winter. For cold weather there may be found shelter in pens that are provided. The scheme is declared entirely successful by Mr. Humbert, who expresses his opinion that "sheep on the ditches and traction lines are two things you have to have on a farm in this country."

Los Angeles

[illegible]

foot wide, and about two feet deep, as long as they can be pulled down without soil. On this place the sweet potatoes are planted with three or four inches of moist soil, but not enough to drain. Cover the horse manure, and tramp it down. Wet it cold winds. Put in eighteen inches of fresh should be dug in a locally sheltered from as required by the scale of planting. This

COST OF FLOWING WITH FARM TRACTOR STUDIED BY EXPERTS.

Los Angeles Sunday Mirror

CARE IN THE HANDLING OF FARM TRACTORS REPAID IN SERVICE.

MOST of the mechanical troubles encountered in the operation of a tractor, it has been found by tractor service men, is a fault of either carelessness in handling, or neglect. If the farmer gives his tractor the same attention as he would a valuable cow or horse, he will escape a lot of repair bills and vexation. Five minutes of abuse or neglect of a tractor will shorten its life and pile up costs of operation.

The time to begin adding years to the life of a tractor is when it leaves the dealer's place of business. The buyer should look over the engine carefully when it arrives at the farm and see that there are no loose bolts or other parts. Be sure that the water and oil supply is ample. A little dirt or water in the fuel will in time cause trouble; don't let it be contaminated by allowing it to stand uncovered, in the open.

Grease or "dope" usually covers the governors, rods, ignition bars and levers, valve stems and guides when tractors are sold.

This must be removed either by the dealer or the user before the machine is operated, or it will collect dust and cause wear. A little kerosene on a soft rag will do the work well, when oil must be applied.

Many tractors are sent on the way to ruin by excessive use of the monkey wrench or screw driver in unintelligent and muscular hands. When the ignition goes wrong about the first thing the farmer does is to take out the spark plugs and examine them, and then, on putting them in again many use unnecessary force, thus endangering the fine alignment of the parts and making it difficult to get them out again.

In starting an engine on cool mornings it is well not to put it under too heavy a load for the first few minutes. Run the engine idle for a few minutes. It will pull better when warmed up. It may work all right if this is not done, but allowing it to warm up will add to its life.

Low grade fuels sometimes cause carbon trouble. When the combustion chamber and valve seats are coated with carbon the engine loses a great part of its efficiency by overheating, pre-ignition and decrease in power. A tablespoonful of kerosene inserted into a hot engine through the relief valve about once a week will help to keep away carbon trouble.

IMPORTANT TOPICS ARE DISCUSSED.

POMONA.—Seventy members of the Pomological Club, composed of some of the largest and best known citrus fruit growers of the upper San Gabriel Valley, held an interesting session in Harwood Hall, Claremont, recently, as guests of Mr. and Mrs. John N. Roof.

J. C. Pierson of La Verne read a comprehensive paper on "Citrus Culture," in which he stated that he had been in the citrus industry but three years, having spent the most of his life in the iron and steel business, but that in the three years he had learned a number of things of great value to him, and probably to others. Mr. Pierson is an advocate of deep plowing, and of heavy fertilizing. He recommends summer crops of beans, vetch and melilotus clover. He plants beans in the tree rows, about four rows of beans to a tree row. These are irrigated between the rows.

Probably the most interesting talk of the day was that of Willis S. Jones of Cucamonga avenue, who described the conservation work on the land south of the San Antonio Canyon, lying northeast of Claremont. Mr. Jones also told of the great natural dyke running from the mouth of the canyon southwest to Spadra. This tremendous dyke seems to be a solid wall of rock, several hundred feet deep, and across which no water flows unless there has been an unusually large rainfall for the season. The line of its formation can be definitely traced by the depths to which wells have been sunk. On the north side of the dyke wells are sunk but a hundred feet before water is reached, while on the south side, but a short distance at that, wells are often sunk many hundred feet without striking water. Mr. Jones also explained the value of the numerous check dams in the San Antonio Canyon, and the prospective reservoirs in which water can be stored. In this manner there need be no waste of water during even a season of heavy rains.

That it is possible to overfeed a lemon or orange tree was made plain by George Starr of the experimental station at Riverside, who explained the work done of a rundown grove of twenty acres near that city. Five years have been spent in rejuvenating the grove, and it is responding to treatment, yet Mr. Starr stated that it has been noted that many trees will respond for a couple of years and then lapse. He also expressed the opinion that some kinds of treatment gave an abundance of foliage and wood, but little fruit, and that a grower should be careful to balance the rations given to a tree so that both growth and fruit would have a proportionate share.

A MARKET BASKET.

VAN NUYS.—The increasing production of vegetables, potatoes, spinach, lettuce, cabbage, melons, tomatoes and similar varieties of products on Van Nuys land is rapidly bringing Van Nuys to the front as one of the market baskets of Southern California. The American Fruit Distributors are now centering their attention on the valley as a source of supplies for their trade, which covers the United States, and have selected as their field man and purchasing agent, A. J. Boulanger of Van Nuys, who recently resigned a similar position with the California Vegetable Union.

Mr. Boulanger, who has already entered the field for his new firm, is busy now look-

ing after the shipments of cabbage and lettuce and arranging for a strenuous campaign on potatoes, tomatoes and Rockyford cantaloupes during the season. He is handling the cabbage and lettuce from the Bliss & Dickey ranch, and he considers this ranch to have the largest acreage of these two crops of any one ranch in the State. Both crops are bringing the best prices.

It is expected that the American Fruit Distributors will ship out over 600 cars of vegetables from the valley this season.

The tomato market, according to Mr. Boulanger, will not be up to last year, but he looks for the canning stock to bring the growers from \$12 to \$15 a ton.

TELLS OF FARM TOUR.

LA CANADA.—The local Farm Bureau Center at the last meeting spent a most enjoyable evening listening to a report from the director, H. S. Bissell, on the recent Farm Bureau Conference and trip, which he attended as a representative from Los Angeles county. Mr. Bissell gave a most interesting report of the trip and conference stating that he felt sure that Southern California made a decidedly favorable impression on the directors from the more northern counties in their farm-bureau work. He also discussed the matter of a State Farm Bureau, which was one of the main subjects argued and debated at the recent conference.

PLANT ABANDONED.

VISALIA.—Work has started on the removal of the sugar factory of the Pingree Company, which has been in operation here for the past ten years, to the field near Hooper, Utah. The contract was let to Gutleben Brothers of San Francisco, who are under agreement to have the plant in operation there by October. The abandonment of the plant here was due to the lack of interest on the part of the ranchers in sugar beet culture. Such beets as are raised here in the future will be shipped to the company's factory in Corcoran.

INTEREST IN TANKS.

MORENO.—Great interest has been manifested in the placing of septic tanks in this section and more than a hundred persons listened to a talk on this subject by Mrs. M. H. Woodworth, Home Demonstration Agent, at a recent Farm Center meeting. It was shown that a septic tank is easily the best method of sewage disposal for rural homes and a number of farmers stated their intention of putting in this equipment immediately. Mrs. Woodworth showed a small model illustrating the best methods of construction and these will be closely followed in this section.

Its ability to deliver the load of hay to the different parts of the stack is the chief advantage of the swing-around hay stacker, thus reducing the amount of work required on the stack.

MUCH POWER LOST BY FAULTY HITCH.

Inasmuch as but 55 per cent. of the draft of plows is delivered to the furrow slice, 35 per cent. being lost in the friction of the sole and heel, and 10 per cent. in lifting the load, it is important that exactly the proper hitch be made in joining the implement and the tractor. The draft is decreased from 10 to 30 per cent. by a good hitch, automotive engineers have determined.

In demonstrating his machine, the tractor dealer naturally wants the hitch in the center. This makes a good showing for the tractor, and is in many cases a good plan. The plow dealer, however, desires the hitch in the center line of draft, and this is a better method. The center line of draft is assumed by most agriculturists to be about two inches inside the "land side" of the bottom.

The load on all three bearing points of the plow should be equal. The draft of the plow can ordinarily be increased as much as 20 per cent. by having the rear wheel wrongly set, causing the plow to ride on the sole or heel.

TAKES TRACTOR AGENCY.

WHITTIER.—Charles Saunders of the Whittier Garage has taken over the dealer's agency for the Cleveland tractor for Whittier and vicinity. Mr. Saunders' long experience in the motor car industry, together with his large circle of acquaintances in the citrus belt, assures careful and efficient representation for new and old Cleveland tractor owners in this district.

CANNERY STARTING.

CAMARILLO.—During the week the Camarillo Canning Company, Inc., will start erecting buildings for its sixty-ton cannery east of the Southern Pacific depot at this place. In connection with the cannery there will be a department for the shipping of green fruits and vegetables and later in the season the projectors expect to install a dehydrating system to the plant.

The main cannery building will be 210x70 feet, there being a warehouse 100x100 feet and other smaller buildings, all to be constructed of brick. The project is backed by Guy Lewis and P. R. Ruth of Camarillo. H. A. Arms of Alhambra, and W. A. Brown of Santa Paula. Besides these, a few others will become associated with the enterprise.

Silage should be combined with some leguminous feed, such as clover, cow peas or alfalfa, owing to the insufficient productive quality. The leguminous material will tend to correct the deficiencies of the silage in dry matter, protein and mineral constituents.

Power to Spare For All Farm Work

This light tractor is endowed with surplus power for pulling three plows through any soil. Its extra big 4-cylinder motor (5-inch bore and 6-inch stroke) can "walk away" with any 3-plow job — as well as furnish power to spare for

any and every kind of belt work. The Allwork is absolutely guaranteed to burn kerosene or distillate successfully.

It's the all-the-year-round tractor—economical and efficient Spring, Summer, Autumn and Winter.

Send for Free 1919 Catalog. ELECTRIC WHEEL CO., Box 334, Quincy, Illinois. LEIGH M. HALLBACK, Calif. Representative, Story Bldg., Los Angeles.

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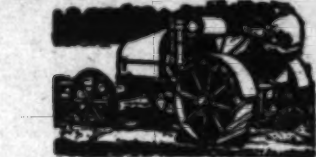
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\$25.00 to \$165.00

2 and 4-wheeled.

AUTO WRECKERS

1430 Central Ave., Los Angeles.

POINTERS IN THE PLANTING OF YOUNG CITRUS NURSERY STOCK.

BY ROBERT W. HODGSON.

While for shipping long distances of transport in open wagon over long distances of the young tree and care should be taken to see that the water level is maintained. This is especially important for the young trees should receive a thorough soaking after at two or three-week intervals the immediately following planting and there-fore from this source.

citrus trees are quite susceptible to sunburn and require protection from in-

similar to those used for bush berries to keep their tomatoes off the ground. They drive one by three-inch stakes at intervals of six or eight feet, nailing a lighter strip two feet long at a height of two feet from the ground. Wires are strung with the rows, and fastened to the ends of the cross pieces with staples. When the plant vends out laterals long enough, which will be about the time the first fruits are half grown, they are hung over these wires. Thus air and light is provided the plants, and the tomatoes are out of the reach of wet soil and many of the pests.

Many of the first attempts to successfully grow tomatoes fail because of over irrigation. The plant needs a liberal amount of moisture during the first three or four weeks after setting out. Water should be withheld then until the plant sets first fruits up to the walnut size, in light soil. In clay soils the plants perhaps will need water the week before. If the blossoms drop off, withhold the water.

GOOD CROP OUTLOOK.

RIALTO.—All hay and grain crops are in fine condition, a full crop being assured to early sowings and fallow-plowed fields; the later fields in heavier soil ought to have more rainfall for full harvest. The Nealey Brothers, who have about thirty acres in alfalfa, had a fine cutting of hairy Peruvian March 31. The Nealeys also have a good grain and hay crop in the making. All deciduous trees hereabouts are blossoming very full, giving promise of a great crop along this line, while all gardens are in the pink of condition. On the whole, crop conditions are first-class in the Rialto district.

ORANGE COUNTY LETTUCE.

WESTMINSTER.—What is believed to have been the first full cars of lettuce ever shipped from Orange county left Westminster recently, going East. It was grown by W. Watanabe, east of town, on a 3 1/4-acre tract, and returns of \$2500 from the crop are expected. The cars were loaded by William C. O'Connor, field man for the Randolph Marketing Company, who has also been busy loading winter cabbage and other vegetables grown in this vicinity. Several thousand pounds of ice were required for the lettuce shipments.

DUSTING FOUND BEST FOR WALNUT APHIS.

Prof. Ralph E. Smith of the University of California has developed a dusting powder which has been found to kill practically all the aphid on walnut trees. This dusting method also controls the walnut worm, it is stated. A demonstration of the effectiveness of the new powder was held at the ranch of P. T. Adams, near Santa Ana, April 28.

Prof. Smith was loaned the California Walnut Growers' Association to perfect a method for the control of these two pests, the expense to be borne jointly by the university and the association. A demonstration held at Goleta showed that not an aphid could be found alive after the trees in the orchard were dusted with Prof. Smith's material. The cost was about 15 cents per tree.

C. Thorpe, general manager of the association, points out that if the aphid gets a good start on a walnut tree this year, the damage may amount to a loss of 100 pounds of nuts to an acre, and that all walnut growers, whether members of the association or not, would do well to get in touch with Prof. Smith.

GROW SOME OLD FASHIONED HERBS.

Every one should have a little plot of sweet, old-fashioned herbs and garden novelties. It lends charm and variety to the garden and pep to the ordinary, everyday salads. Great care must be exercised in the drying and curing of herbs and roots. They must be dried in the shade, and never in the direct sunlight. Be careful to protect them from dew or rain, and to wash them very carefully before drying. Roots should not be gathered in the growing season, but when the tops have died down. They should be carefully washed. Leaves and herbs should be gathered when the

plant is in full flower, and dried in the shade, being turned often. Here are a few that might be remembered:

Hoarhound, which makes the best cough syrup ever; tar weed, a tea, which will cure boils; sage, a tea for spring fever, or used dry for flavoring; tansy and pennyroyal, both used for teas; boneset, valuable in treatment of influenza; thyme, for flavoring soups and dressings; catnip, used by grandmother for the new baby and a delight for kittens; dill, for pickles; peppermint, for use in many different ways.

A sprig set beneath the hydrant will always keep you supplied, and be green and beautiful; heliotrope and lavender, sweet smelling herbs; parsley, valuable for garnishings; sweet basil, for soups; summer savory, for flavoring; mustard, both for greens and salads; sweet marjoram, which lends a delightful flavor to soups, meat pies and dressings.

There is a little salad plant that every one should grow for winter use. It is called whiteleaf, or chicory. It is planted outdoors in late spring and allowed to grow until fall. It is then dug up and the tops cut off. Line a box with straw and put in these little roots, cover with about eight inches of sand and then about four inches of manure. Water lightly, and in about six weeks dig down and cut off.—[Lucy Bender.

NEW GROWERS' GUIDE.

George C. Roeding of Fresno, pioneer fruit grower and nurseryman, is distributing a new fruit growers' guide, a valuable illustrated compendium of planting information which will be welcomed by the fruit growers and prospective growers of the Southwest. The 1919 guide is larger, more elaborate and more profusely illustrated than any ever compiled by Mr. Roeding. It has 100 pages and twice as many illustrations showing how and how not to plant, prune, care for and harvest fruit. The author has as thorough a knowledge of his subject as any commercial grower in the West, and his advice on nursery stock and growing care will be received with attentive interest.

Farm marketing problems are receiving more attention this year than ever before.

FRUIT PRODUCERS TO MEET AT RIVERSIDE.

Riverside will be the fruit capital of California during the week of May 26-31, when the annual convention of the State fruit growers, California Horticultural Commissioners, California Association of Nurserymen, and Ladies' Auxiliary of the C. A. of N. will be held. Items of interest to growers and nurserymen from the seed to the boxed product will be discussed.

Riverside is planning to entertain 600 fruit growers, nurserymen and State officials. Programmes of unusual interest have been prepared.

MAKING THE MOST OF THE TOMATO PATCH.

Home gardeners, as a rule, do not harvest the maximum crop from their tomato plants. Many fruits are lost through decay, sunburn and attack by insects. One may expect a larger crop, if cultural conditions are right, if the tomato is trained so that the fruits will not touch the ground, and if proper vigilance is exercised in watching for and destroying the insect enemies of the crop.

The commercial tomato crop is largely brought to harvest without irrigation. In the home garden, where water is available, larger returns may be secured by judicious irrigation. But there is peril for the crop in over-irrigation before the fruits are well set, and in allowing the tomatoes to remain in contact with wet soil for any considerable length of time.

In Florida, commercial growers largely follow the practice of training their tomatoes to one main stem, and tying them to stakes, setting them closer together than is the rule in western commercial plantings. Select the strongest stem when the plant is twelve or fourteen inches high, and prune. This system will produce not quite as many fruits, but they will, as a rule, be larger and more free from blemish.

Many home growers construct trellises,

Plant Sudan Hay now!

The University of California bulletin says: "Sudan grass is good to look at, is easy to grow and handle, grows during the summer, gives large yield and is well liked by stock. It maintains growth throughout the season under arid conditions. It grows so tall and thick that weeds have no chance to grow. With irrigation it will produce eight to ten tons per acre—without irrigation, up to four tons to the acre. Grows in a wide range of soils—from sand to clay."

Sudan Grass Beats Them All!

This table from the University of California State Bulletin shows yield of constituents in pounds per acre from grass hays:

Kind of hay.	Yield per acre.	Dry matter.	Protein.	Fat.	Crude fiber.	Nitrogen free.	Ash.
Sudan Grass	3640	6307.7	439.4	191.0	1794.6	3585.2	457.5
Barley Hay	4000	3400.0	350.2	95.2	996.0	1792.0	106.6
Rye Grass	4000	3520.0	369.6	123.2	969.0	1735.5	323.8
Timothy	4000	3316.0	225.5	96.2	1107.5	1721.0	165.8

Our free Sudan Grass folder explains the wonderful features of this great forage crop. Write or call for it.

Better place your order for seed at once in order to insure early delivery.

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MUCH POWER LOST
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The "Shelby" Tractor is a powerful 2-plow light weight Tractor, well adapted FOR ORCHARD WORK.

Double reduction internal gear drive axle.

It is built to please the Farmer.

California Territory open to dealers.

Write for specifications of the "Shelby."

THE SHELBY TRACTOR & TRUCK COMPANY

SHELBY, OHIO

COST OF PLOWING WITH FARM TRACTOR STUDIED BY EXPERTS.

EXACT data has been assembled by the Department of Agriculture, based upon inquiry from hundreds of farmers, on the average cost of plowing an acre of land with two, three and four-plow tractors. This cost includes fuel, oil, grease, repairs, depreciation, man labor and interest, and, although the data were assembled from answers of Middle Western tractor owners, it is believed to be a criterion for the entire country. On the Pacific Coast, many tractors fitted for burning gasoline are using the cheaper distillate produced from western crudes, and thus the cost of operating a gasoline tractor would be less where distillate is used.

The average cost of plowing an acre of land, considering tractors as a whole, was found to be \$1.86 where gasoline was used, and \$1.57 where kerosene was the fuel. The cost of plowing with a four-plow outfit was less than with a three-plow, and the two-plow tractor plowing was more costly than either.

Based upon average costs of \$1050 for a

two-plow tractor, \$1450 for a three-plow tractor, and \$2000 for a four-plow machine, and a life of nine years of forty-five, fifty-two and fifty-four working days, respectively, here are items of cost of plowing an acre of land with a tractor using kerosene or distillate:

	Fuel.	Grease.	Oil.	Repairs.	Depreciation.	Man.	Int.
2-plow	.39%	.09%	.15	.41	.63%	.11	
3-plow	.39%	.09%	.13	.36%	.47	.10	
4-plow	.39%	.09%	.11	.31%	.36%	.08%	

The only difference in the cost for the same amount of work, in the case of tractors using gasoline as fuel, is in the cost of such fuel, which averages .69 cents for all three types of tractors. The total cost of plowing an acre with a two-plow machine burning kerosene or distillate was found to be \$1.79; in the case of three-plow tractor, \$1.55%, and with a four-plow machine, \$1.37. The cost of housing the tractors and such minor charges as insurance and taxes are not included in this compilation. In the charge for kerosene or distillate-burning tractors, the cost of gasoline for starting is included.

SMYRNA FIGS NOT WORRYING FRESNANS.

BY MART. V. DONALDSON.

"There is but little overseas menace to California fig marketing this season. Smyrna, Asia Minor, for 1919, has ceased to be much of a factor in the calculations of the fig growers of Fresno county."

This was the word given out by J. C. Forkner, president of the California Fig Growers' Association. And, Mr. Forkner's assurance is based upon information, authenticated by the United States government, coming directly from the Old World section where only it is possible for competition with the Fresno county enterprise to obtain.

Since late in 1914, to the present, but meager reports have been received from Smyrna relative to the one great crop of the region eastward from the Aegean Sea, and there have been all manner of speculations. In the information now coming to Mr. Forkner, there is the intimation that other than war influences and events have figured in the overseas commercial activities of the Smyrna packers and the Meander Valley growers.

On the one hand, the taking over of government control by the "Young Turks" has been attended by chaotic conditions, resulting in the expulsion of the Greek and Armenian fig growers and packers, a fact that, it is claimed, has demoralized industrial effort and minimized production.

In the hands of inexperienced operators, growers and packers of revolutionary rather than of constructive bent, the fig crop of Smyrna has been, temporarily at least, reduced to a questionable factor in American marketing.

Under "Young Turk" control, and in the changed economic conditions of the Asiatic and South European regions, there has also been reported a heavy draft upon the Smyrna fig gardens, in the manufacture of brandy and of sirup.

According to the data now in the hands of Mr. Forkner, furnished by the Austro-Hungarian Consul General to Smyrna, and secured through the American Consular Service, there was a wide variation in the prices quoted for the crop of last report.

For the most part, Constantinople commandeered the 1917 Smyrna fig crop, in all 33,453,600 pounds, the prices ranging: First quarter of season, 20 1/2 cents per pound.

Second quarter of season, 26 1/2 cents per pound.

Third quarter of season, 66 1/2 and 70 1/2 cents per pound.

For the fourth quarter of the year, the fig reserves at Smyrna started off with all supplies, of whatever grade, due to food shortages in Turkish trade centers, rated as choice table offerings, prices for a time jumping to 94 1/2 cents per pound. This rating, however, was maintained for but a short period, the market finding a balance at 66 1/2 and 70 1/2 cents per pound.

Of the 1918 Smyrna crop, the product of scattered gardens, and of the Meander Valley, there remains for market distribution but 8,000,000 pounds of figs, now held at 28 cents per pound. And this crop remnant is thought to be unavailable for 1919 marketing, except, perhaps, for relieving the food shortage in the Turkish provinces, and in the manufacture of sirup and apfita.

With these conditions prevailing, and with the increased and improved output of California fig growers and packers, it is assumed by Mr. Forkner, that the home markets, at least, are now secure to the California interest.

The data furnished by the Austro-Hun-

garian Consul General closes with the following illuminating paragraph:

"Figs are shipped in boxes and are frequently sprayed with water in order to increase their weight, which impairs their value and lessens their keeping qualities."

In a review of the overseas report, Mr. Forkner voices the thought that there is a menace to the fig grower in the marketing of his garden product at unwarranted prices. He cites the fact that people can get along without eating figs, and may do so if the prices posted become unreasonable.

If fig consumers require the habit of buying some other fruit, because of the prohibitive price of figs, it means, Mr. Forkner suggests, growers will be forced to find new buyers and so educate a new set of consumers.

According to Mr. Forkner, now is California's opportunity, both as producer and as packer, to so regulate prices as to fairly reward the growing and marketing agencies, and at the same time manifest due regard for the purse of the consumer.

NEW FETERITA GROWN IN TEXAS.

It is announced by the Department of Agriculture that a new variety of feterita grain sorghum which produces from eight to ten bushels per acre more than the ordinary kind grown in the Southern California valleys has been developed at the Texas experiment station. This is called spur feterita. It carries one-third more leaves and is less likely to lodge or fall down. For silage, spur feterita is the equal of any of the sorghums. It is claimed. It is planted in rows thirty-six to forty-two inches apart, five to seven pounds of seed being required to plant one acre. The seed of the experimental plot has been all spoken for, but the department hopes to have some for distribution next year.

SWEET POTATOES A SURE SUMMER CROP.

Probably the reason why the people of Southern California do not raise half the sweet potatoes that are consumed locally is that farmers and gardeners are not sufficiently acquainted with the culture of the plant. One reason often given for the lack of interest in raising this crop is that the surplus cannot readily be carried over to the high-priced period under present storage conditions without loss. It is certain, however, that the climate and soil of protected coast and valleys is admirably adapted to the culture of this staple food crop. An average of a ton to the acre has been produced in past years, and this level will probably be raised under improved conditions of culture. The bulk of the sweet potato crop comes from the Southern States, where the average production is slightly below that in this State. There were but 1139 acres of sweet potatoes raised in the counties south of the Tehachapi last year, excluding the home garden patches, which were considerable. The sweet potato is an ideal home garden vegetable, because of the ease with which it is propagated and grown.

The Southern California sweet potato is firm, meaty and without fiber. It is a lover of heat and moisture, and requires a sandy loam soil. When growing conditions are right, the vegetable attains an immense size here.

Sweet potatoes are propagated by cuttings from growing vines, and from sprouts from potatoes on which growth is quickly started with bottom heat, generally in hotbeds, made as follows: Dig a trench five or six

feet wide, and about two feet deep, as long as required by the scale of planting. This should be dug in a locality sheltered from cold winds. Put in eighteen inches of fresh horse manure, and tramp it down. Wet it well, but not enough to drain. Cover immediately with three or four inches of moist soil. On this place the sweet potatoes just as close as they can be put down without touching. Then sift fine sand between the potatoes and finally cover with three inches of very sandy loam, or even sand. Keep this bed moist but not wet. The plants are ready for setting out in the field in from six to eight weeks, but should not be set out until about March 10, and not later than July 1.

Most sweet potatoes are grown on ridges to secure greater heat in the soil and to facilitate irrigation, the ridges being three feet apart, and the plants set eighteen inches apart in the row. The young shoots are very tender, and should be kept in a bucket or covered with a wet sack while planting.

BEAN MARKET STEADY.

Out of a condition which was very discouraging to growers two months ago, the bean market has so improved that growers are predicting that the acreage of limas, small whites and pinks may be as great this year as in 1918. Limas range firm at \$6.75 at producing points, and small whites at \$6.25, with shipments increasing to 156 cars in the week ending April 15. The market for blackeye and Tepary beans continues dull.

PLANS SORGHUM MILL.

LANCASTER.—A new venture in the agricultural line is to be tried out this summer out at Wilsonia, northeast of this place. I. A. McCaleb, a prosperous rancher, has plowed a large acreage, part of which he will plant to sorghum. He will install a sorghum mill.

TORCH FOR SNAILS.

EL CAJON.—San Diego fruit growers report excellent results from the use of the blast torch on the snail *Helix pisana*. The torch was used, too, under unfavorable conditions, as all the material which was burned in the search of the pests was green and rank.



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On the sugar plantations of the Hawaiian Islands American tractors are used for all purposes, including plowing and hauling. Sugar cane, when harvested, is heavy and bulky, and to transport it to the crushing mills requires the use of hundreds of small trucks, and to transport it to the crushing mills requires the use of hundreds of small trucks, and to transport it to the crushing mills requires the use of hundreds of small trucks.

ADAPTABILITY OF TRACTORS FOR HAULING CONCLUSIVELY SHOWN.

LIQUID GAS PLANTS NOW BEING BUILT.

Fumigation of citrus groves promises to be less costly and more thorough this fall because of the recent perfection of liquid hydrocyanic gas and the erection of two large plants in Southern California by large opposing corporations which will compete for the fumigation chemical business of the growers.

Last year approximately \$3,000,000 was spent for the fumigation of the 10,000,000 citrus trees of the southern half of the State. Most of this money went for cyanide of potassium and cyanide of sodium, which poisons the scale. One company promises a reduction of at least 25 per cent. in the cost of the latter chemical when spraying begins in late summer.

Ervin Dingle, former county horticulture commissioner, and his brother, William Dingle, have formed the Owl Chemical Company for the purpose of making liquid fumigating gas and manufacturing the apparatus for fumigating. This company is building a large addition to its factory at Azusa, and owns a patent on its method. The company has made an agreement with a large eastern chemical company for the manufacture of cyanide of sodium for its process.

The Pacific R. and H. Chemical Company, agents for the Roesler & Hasselbacher Chemical Company of New York has erected a large plant in Los Angeles which will be a sort of service station for the distribution of a fumigating liquid producing hydrocyanic gas, and of appliances for fumigation.

The practicability of the so-called "liquid gas" has been demonstrated, and, now that the cyanides are made in America and the liquid gas made and distributed in Southern California, more of the growers' three million dollars fumigating money will probably stay at home.

NAVEL PROSPECT GOOD.

PORTERVILLE.—According to well informed orange growers, the prospect for a heavy fruiting of early navels this fall is the best since 1910. The season thus far has been one of ideal conditions. Rains have been very seasonable. The temperature has been mild and the showers have come at a time when cultivation could be handled to the best advantage. The result of this combination of weather conditions has been that the trees are covered with new fruit spurs, all bearing a fine crop of buds. Examination of the orchards by the inspectors for the Horticultural Inspector has resulted in the statement that the work

which was done last year in control of the gray scale was most efficient and while some fumigation will be needed in isolated orchards, there is no reason to believe this citricola pest will ever assume dangerous proportions.

TALK ON SPRAYS.

BEAUMONT.—George P. Weldon, Chief Deputy Commissioner of Horticulture, gave a very interesting and instructive talk to the Beaumont Farm Center on the control of the codling moth. Mr. Weldon placed particular emphasis on the value of the calyx spray and stated that the economy which has been practiced in spray material has been many times offset by the inefficiency of the spraying causing a high percentage of wormy apples. About six gallons



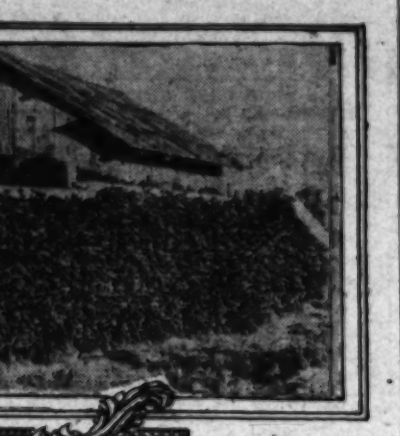
A ton of chili peppers. Hung up on the sunny side of a Japanese gardener's cottage near Lynwood.

of liquid per tree should be used on nine-year-old trees. The bloom is so irregular at Beaumont that it is sometimes inadvisable to folio with general rule of applying the calyx spray when 80 to 90 per cent. of the petals have fallen and then two calyx sprays must be applied. A large number of farmers stated that they would follow Mr. Weldon's directions and keep record of the trees sprayed and the amount of spray material used throughout the summer and report their results to the Farm Center this fall.

Palo Verde Valley is rapidly coming to the front.

ACREAGE IN CHILIS SMALLER THIS YEAR.

Due chiefly to a slump in prices of this interesting product, the acreage of Chili peppers in Southern California this year will be between 500 and 600 acres short of 2800 acres grown in 1918. Transplanted from the "Land of Manana" to the district centering around Garden Grove, the Mexican Chili pepper is now the favorite variety both with canners and grinders. It was introduced into California in 1905 by C. J. Walden, who brought a trunkful of seed from the neighboring republic, Edward Barnard planting the first large area to Mexican Chilis near Sawtelle the following



year. The California or Anaheim pepper is also extensively planted throughout the southern portion of the State.

Chili peppers are planted during the latter part of March, and are harvested August 15 to September 1. A large part of the crop is now canned fresh in Los Angeles, but a good portion of the peppers are strung up and dried in the ancient way. A large part of these are then ground into Chili powder.

GOOD BEE QUEENS ARE IN DEMAND.

United States Department of Agriculture bee experts, who have recently been at work in the San Joaquin Valley, are urging apilary men to pay more attention to the production of Italian queens. It is stated by those who are closely in touch with the industry that, due to the very high prices which have been paid for extracted honey during the past two years, very few bee men have been raising queens, and as a result the demand is greater than the supply, with consequent unusually high prices. Bee men are being urged to use every endeavor to eliminate German, or black, bees from honey-producing centers and to breed up their colonies with queens of a known ancestry.

Jay Smith, apilary expert of the United States department, who has just completed study of the Central California honey industry, warns against extravagant claims which are often made about bee keeping. While Mr. Smith declares the profits are large, the work light and the equipment comparatively cheap, careful study and unremitting industry are the price of success. He declares a constant danger to the industry as a whole is the farmer who buys a few colonies after reading some bee publication and then neglects the hives to the point where they become breeding places for foul brood and thus a grave danger to an entire community. There is, however, in his opinion, a greater opportunity than ever for those who will go into the bee business scientifically and who are willing to work hard for their results.

UNITE WITH CENTER.

ARLINGTON.—At a meeting of the Arlington Poultry Association it was unanimously agreed that henceforth this association will meet with the Arlington Farm Center. The two have worked in close cooperation in the past, particularly with the poultry specialists from the University of California and plan to entirely merge their work in the future.

"FURROW MANURING."

GLENDORA.—The subject of the evening at the last meeting of the Glendora Center was that much discussed subject among citrus growers, "Furrow Manuring." The discussion was led by Farm Adviser Hodgson, who gave the results of some observations made on the Evergreen ranch at La Verne where this system has been tried out for three years. On one part of this ranch manuring in the furrow at right angles to the direction of irrigation has proven very suc-

cessful on account of the light character of the soil, which makes digging comparatively easy and therefore cheap. Experience with the furrow method on this ranch, however, has indicated that a deeper furrow than that advocated by Mr. Shamel is desirable, and its location should preferably be in the center of a middle rather than under the drip of the trees. Using this system, W. D. Sommerville, superintendent of the ranch, has obtained excellent results. Growers in citrus districts everywhere are now trying out this furrow system of handling manure, which apparently marks a distinct advance over methods used in the past.

MELONS PLANTED.

PORTERVILLE.—Planting of melons in this district has been completed, with more than 200 acres put in as the first commercial venture of the kind in the Porterville district. The seedling has been confined largely to cantaloupes of the Pollock variety, the sort approved by the seed breeders' association as best adapted to California climatic and shipping conditions, although there will be a few acres of honey dews and casabas.

COACHELLA VALLEY ONIONS.

THERMAL.—Onion growers of the Coachella Valley have agreed on a method of standardization of the crop, beginning May 10. The growers met at Thermal and listened to talks by State officials and authorities on standardization. B. S. Boyer was appointed inspector. The acreage of onions this year is 850, and the crop will be in the neighborhood of 220,000 bushels, with excellent returns in prospect.

PERSIMMON TREES DESTROYED.

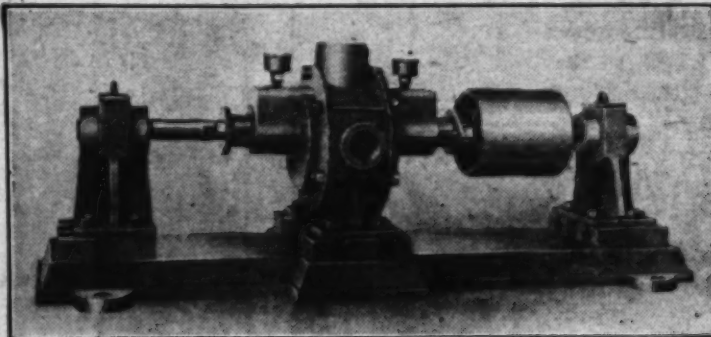
REDLANDS.—Horticultural Commissioner W. B. Hadley of San Bernardino county has destroyed a shipment of persimmon trees coming from Florida to Redlands for planting, because of the discovery of pests not yet introduced into California. The commissioner is also making a careful investigation of all fruit shipped from Redlands because of the introduction of the Florida nursery stock.

STORAGE STOCKS.

Stocks of butter in cold storage on February 1 throughout the country increased 40 per cent. over the amount held a year ago, according to the Bureau of Markets report. Frozen beef stocks increased 6.4 per cent.; cured beef stock decreased 2.1 per cent.; lamb and mutton holdings increased 93.7 per cent.; frozen pork increased 83.6 per cent.; dry salt pork 30 per cent.; pickled pork, 22.1 per cent.; and miscellaneous meats, 71.2 per cent. Lard holdings increased 119.2 per cent. over last year. Case eggs in storage showed a decrease of 20.7 per cent., and barrelled apples, 24.7 per cent.

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LOS ANGELES MAN TO GROW COTTON

COMMITTEE NAMED TO PICK SITE FOR LOS ANGELES TRACTOR SHOW.

WHERE will the big 1919 Southern California tractor demonstration be held? This important question will be wrestled with by a committee named by the Traction and Implement Dealers' Association at the last meeting of that body at Hotel Alexandria. W. S. Gregory, H. E. Daniels and R. G. Osborne were named a trio to select a spacious field, at least a mile square, out of the many which are sure to be offered. In fact, some sites have already been tendered the association, and this committee will be busy within the next few weeks investigating these fields for the big show next September.

Co-operation of the association with the city of Los Angeles Street Department in keeping the thoroughfares of the city in good shape was assured as a result of the appearance at the meeting of Fred Jacobs, inspector in the Los Angeles City Engineer's office. He was introduced by E. G. Judah of the Legislative Committee.

R. H. Lynch spoke of the recent death of Fred Drew, prominent implement dealer of Ontario, while on a trip East. A resolution of condolence was passed and many encomiums on the life of Mr. Drew spoken.

An invitation sent by the California Tractor and Implement Dealers' Association to attend a banquet given by that association on the eve of the opening of the Sacramento tractor show was accepted by twenty-two members.

After the regular business was attended to, the association members took up the subject of tractor service. Addresses were made by Mr. S. Smith of Smith Brothers, Mr. Mitchell of the Douglas Boswell forces, Mr. Schnuerer of the Hart-Parr Company, Mr. Dunsmore of the Union Tool Company, and Mr. Marsh of the Samson Sales Company. The object of the association in this discussion of service is to determine as nearly as possible the ideal lines on which service can be given so as to be a real benefit to farmer, dealer and manufacturer. It was easily apparent after hearing the discussion that the word "service" was susceptible of a very wide interpretation.

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was present and gave an interesting talk upon tractor and distribution topics. During this discussion an interesting point developed. Mr. Ellis, who is one of the oldest makers of tractors in America, said that after experimenting in making many different sizes of tractors he had decided to make only one size hereafter.

IMPERIAL BASIN IDEAL FOR SHEEP.

Many Middle Western sheep men who have visited Imperial Valley in the past few weeks have expressed their conviction that the fertile basin is the most ideal sheep feeding grounds in the United States because of the sunny winters, during which there is ample feed in the fields.

There are now approximately 140,000 head of ewes and wethers and 90,000 head of milk lambs in the valley. Thus far this spring there have been loaded and sent to Kansas City four sheep trains, and it is likely that twenty more will be sent out this summer.

Imperial sheep raisers follow three different methods in producing mutton and wool. The general practice is to keep a permanent band of ewes, selling off the oldest and replacing these with either young ewes brought in from elsewhere, or with ewe lambs, the lambs and the old ewes being marketed. The second plan is to buy old, broken-mouthed ewes, raise one or two crops of lambs from them, and then fatten them, sending them to market with the lambs. These old ewes can be fed to good advantage on the barley and alfalfa pasture. The third method of sheep raising, and the least common, is to buy lambs or older sheep from rangemen in Arizona, Utah and other States, in the fall, fatten them on pasture and sell them in the spring.

The ewes are all shorn twice a year because of the warm climate—in the fall and spring. The lambs, if marketed in the spring at an age of four or five months, are not shorn before going to market. If they are to be kept over until fall, they are shorn in the spring, however. The shorter fleece obtained by shearing so often does not bring the price that the annual fleece does, but a greater poundage is obtained.

Although the sheep are fed no grain at all, they are sent to the market as fat as most grain-fed lambs. They are sent to Kansas City before the lambs of the ranges, and command a better price, one firm securing \$19.35 per hundredweight for lambs averaging seventy-three pounds, being a higher price than any range lambs ever brought on that market.

Sheep seem to thrive in the hot summer, and the winter climate is ideal for them. There are no "winter losses" common in other sections. The fields are all fenced, and the sheepmen are not worried about coyotes or other wild animals. It is necessary to feed them cut alfalfa hay for a short time in the winter. A very profitable by-product of the sheep raising business is the manure, which brings \$10 per ton on cars in the valley.

SHEEP AND GOATS KEEP DITCHES CLEAN.

PHOENIX (Ariz.)—Sheep and goats are being utilized in large number by the Salt River Valley Water Users' Association and by valley farmers in the cleaning of ditches and ditch banks of small brush and of Johnson and Bermuda grass. The association, in the spring, buys the leanest goats and sheep obtainable and has them herded along the canals. It is not profitable to use them on the smaller ditches or laterals, for they stray upon crops or find other feed than that they were bought to consume. In the spring, of late years, the association has had help in the coming of hundreds of thousands of northern sheep that are grazed on the plains near the upper canals and that naturally consume all grass down to the water's edge. Just now the association has 475 goats of grade Angora stock and will add some sheep, all to be sold in the fall. Much of the meat used in the canal camps is secured from the goat bands. The butchers or shippers offer little for goats, though the flesh of the Angora is very good. There also is return from the fleeces, of which the shearing now is in progress. Assistant Manager Fred Henshaw states that no close estimate can be made concerning the profit of handling the four-footed ditch cleaners, but that, without doubt, they keep the grass down much more economically than could be done by gangs of men or mechanical means. They also keep the grasses from going to seed and thus help the farmers farther along the ditches.

Where animals are used on farms as ditch cleaners usually the ditches are double-fenced. The farmers prefer sheep to goats, simply because sheep always are saleable at good prices. Few are killed on the farms. About twenty will find ample feeding ground on the average Salt River Valley farm's ditch spaces, turned into stretches of a quarter of a mile at a time, keeping down the grasses very satisfactorily.

MILK ASSOCIATIONS TO BE AMALGAMATED.

PORTERVILLE.—Announcement is made from the general offices of the San Joaquin Valley Milk Producers' Association that plans have practically been worked out in detail for a merger with creamery association interests in all parts of the San Joaquin Valley, with an annual production of \$15,000,000 and with physical property valued at upwards of \$1,000,000.

Creameries and plants to be associated in the new producers' combination, according to S. N. Ayers, secretary, are the Danish Creamery, Fresno; Visalia Co-operative Creamery; Exeter Co-operative Creamery; Porterville Co-operative Creamery; Dairy-men's Co-operative Association, Tulare; Lakeview Creamery, Corcoran; McFarland Co-operative Creamery; Lemoore Co-operative Creamery; Meadowfield Creamery, Bakersfield; Riverdale Co-operative Creamery; Caruthers Cheese Factory; Madera Creamery; and the Hopestone Cheese Factory of Snelling.

Officers to manage the merger of interests will be those of the San Joaquin Valley Association, headed by Fred Hanson of Fresno as president.

As one of the first developments of the new plan a plant is to be erected in Tulare, in which will be manufactured by-products of all kinds, including casein, condensed milk, albumen, dried milk, powdered butter, milk and sugar of milk.

PASTURED LAMBS WIN.

An experiment conducted by a sheep-raising expert shows that fenced pastures beat the open range for sheep. The records showed that the pastured lambs gained on an average of twenty pounds in ninety days, while lambs of the same grade handled by herding on the range averaged only fifteen pounds gain during the same period. This difference was increased from seven to ten pounds the succeeding seasons. The greatest loss under pasture never exceeded 1 per cent., while loss on the range was 3 per cent.

EGGS FROM CHINA.

It is a long way, 8000 miles from hen to kitchen for eggs to travel, but that has been done. Some 3500 cases of Chinese eggs were recently received at New York City having come by boat and freight by way of Vancouver, B. C. The eggs were a deep brown color and slightly smaller than the average American egg. The shipment showed losses of from twelve to eighteen eggs per case. The whites were weak in a number of cases, though the eggs were sweet and the yolks stood up well.

SAYS ORANGE THRIPS CAUSE OF JUNE DROP.

PORTERVILLE.—Prof. Thomas O. McClure of San Francisco is at work in this district on experiments designed to show that his theory of the excessive June drop is the correct one and that this serious loss of fruit, which occurs more or less every year, is due in large part to the orange thrips. These insects, he maintains, can be completely controlled with the use of the proper sprays with oil base, combined with blackleaf in some available form.

Spraying work which was done here last season in test plots and in some entire orchards apparently bear out the statements of Dr. McClure, as this spraying was invariably followed by a much better set of fruit than in those groves where no protective work was done.

If this system is worked out commercially it will mean the saving of millions of dollars annually to the fruit growers of Tulare county.

FEW BOLL WORMS FOUND.

Although a force of over 300 has been looking for pink boll worms in the infested Pecos Valley of Texas, it is reported that, up to February 9, but fourteen larvae were found, and all were dead but one. They seemed to have been killed by the winter freeze. Growers in the region will be allowed to plant cotton this year under supervision.

There are many advantages to be gained when the stock raisers of one community raise the same breed. Better prices may be secured from the sale of a uniform product and suitable breeding stock can be secured near home.

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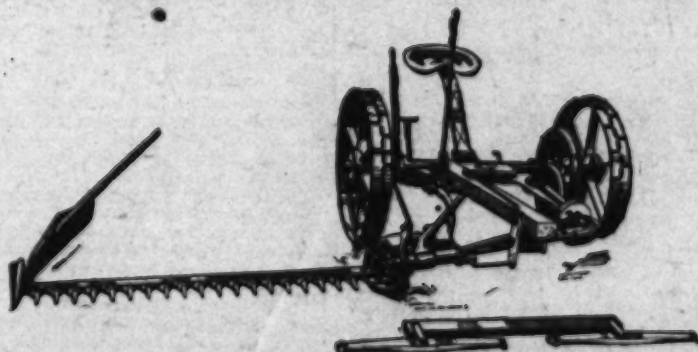
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ADAPTABILITY OF TRACTORS FOR HAULING CONCLUSIVELY SHOWN.

BY ARTHUR L. DAHL.

IT HAS been said that if we want to hear the news about what is going on at home we should go away to get it. Not until the European nations demonstrated on the battlefields the adaptability of the American tractor for hauling work did many of our eastern and Middle West farmers sit up and take notice of the talent possessed by their machines for this class of work. Out on the Pacific Coast, however, we had long ago learned that the big power machines had as much "pull" on the roads as in the fields, and many of our mining and logging companies were putting them to use in hauling the products of their mines and mills.

Today, from Seattle to San Diego hundreds of the tracklaying types of tractors are engaged solely on hauling jobs, and they are giving universal satisfaction. Their ability to negotiate rough roads, climb steep grades and pull heavy burdens under conditions that would stall animals or trucks, have opened up a field that is constantly expanding. Most of these tractors, too, are the same models as designed for farm operations, with possibly a change of tread to adapt them to road conditions. But the very conditions which they were built to overcome in general farm work render them suitable for hauling up steep grades, or over sandy soil.

An unplowed field, or one with the sod turned up in clods, is not as easy to travel over as a well-kept road, and the modern tractor is built not only to get over rough and uneven fields quickly, but to pull a heavy load while doing it. Furthermore, the machine, including the engine, is so constructed that it is not affected by sudden jars, such as produced by the plow or other implement striking a stiff piece of soil. The broad, endless track levels all inequalities of surface, and the even distribution of weight and the low center of gravity enable the machine to climb steep grades or over gullies or hillocks.

All of these qualities are valuable in the work of hauling heavy supplies over crude mountain roads, or across the hot, soft sands of the desert. Where no roads exist, the heavy machine will beat a path for itself as easily as did the giant tanks that navigated the uncharted sea of "No Man's Land," with its shell craters filled with water, and its uneven surface, like a pock-marked face.

IN LUMBER CAMPS.

Many lumber companies now use tractors to haul the logs from the cutting area to the mill, and they find the machines well adapted to this work. As it is necessary to travel over roadless areas, with piles of slashings offering obstructions all along the way, the work is of a kind requiring not only a lot of power but ready adaptability to changing conditions. In Idaho, the Potlatch Lumber Company uses two forty-five-horse-power tractors in hauling the tree-trunks from the logging area to the mill, and these two machines work in ten hour shifts and readily take care of the transportation of the logs cut. At Teksa, Wash., a seventy-five-horse-power tractor used to haul lumber has delivered 41,000 feet of lumber at one time, requiring six heavily-loaded wagons or trailers.

As a means of hauling heavy steel castings, or structural iron work, the modern tractor has demonstrated its usefulness many times. When a contractor secures a contract for hauling this class of material for the building of a mill for mining operations, or for electrical installation in the mountains or where roads are poor and grades steep, one of his first purchases, generally, if he does not already own one, is a tractor of the heavier type, to do the hauling. A number of the big mines operating in high altitudes, and where the transportation facilities are poor, maintain one or more tractors to do their hauling. These machines not only haul in the supplies needed for mining, but often haul out the ore to the nearest railroad for shipment to the smelter. In Utah, in Idaho, in Washington and in California are many examples of this class of hauling performed by tractors.

In the building of a modern gold dredge it is necessary to fabricate parts of the steel structure at the plant and deliver it ready for installation at the dredge site. Some of these parts weigh hundreds of tons, and their transportation is a difficult matter. Recently, a 20-35 tractor hauled steel castings for a dredge on the Yuba River, a distance of seven miles, which formerly required twenty-two horses to pull. On another occasion a tractor hauled steel weighing 135,000 pounds a distance of thirteen miles.

CROSSING THE DESERT.

In building the Los Angeles aqueduct it was necessary for the contractors to haul practically all their food and other supplies across the burning sands of the Death

VALLEY region. At first mules were used for this purpose, but the intense heat, the soft sand and the absence of water made the cost prohibitive and results slow and uncertain. To feed and water the animals on the route a large share of their freight capacity was taken up. Finally the contractors experimented with tractors, and so successful did they prove that in a short while all of the stock was disposed of and the entire freight work was done by tractors. These machines were able to make better time across the sandy wastes, being unaffected by the heat, and the amount of fuel and water they consumed was easily carried. It was possible to greatly increase the number of loads which one man could look after and considerable saving in money was effected in addition to getting the supplies hauled in quicker time and in larger quantities.

When the Bell Telephone Company of Nevada decided to construct a new telephone line across the Nevada desert, for a distance of 372 miles, they decided to use tractors to do the hauling. A number of tracklaying tractors were secured, and each of these machines hauled telephone poles weighing from three to four tons a distance of from ten to twelve miles from the railroad. Each tractor would haul three trailers loaded to capacity, and altogether 13,180

telephone poles were delivered along the route by the machines.

On the sugar plantations of the Hawaiian Islands American tractors are used for all purposes, including plowing and hauling. Sugar cane, when harvested, is heavy and bulky, and to transport it to the crushing mill requires the use of hundreds of small cars, usually operated over portable railroads laid through the fields. Tractors are largely used for pulling a long string of these loaded cars from the fields to the mill, and again taking the empties back for re-loading. A tractor will do this work at less cost and with less trouble than any other form of power, and visitors to the sugar districts of the Islands will always find one or more of the American machines engaged in some kind of work in the plantations. In the construction of the many miles of concrete conduits and wooden flume lines required to transport the irrigation waters throughout the sugar plantations, the tractors have done yeoman service, hauling the heavy construction materials and often supplying power for belt work in connection with this work.

HAULING OF CROPS.

While all of the examples heretofore given have related to the use of tractors for commercial hauling, apart from strictly agricultural work, there are hundreds of instances where farm owners of machines regularly use them for hauling their crops to market or to the nearest warehouse.

In the Sacramento Valley, where great areas are devoted to rice culture, it is a common sight during the harvest season to see a tractor come chugging along the high-

way pulling from three to six heavily loaded trailers bearing sacks of rice, or wheat, or barley. R. F. Schmeider of Willows, Cal., hauled 52,000 pounds of rice at one load, requiring eight farm wagons to hold the sacks. C. E. Freed of the same place, hauled 230 sacks of barley, weighing 22,100 pounds; a distance of three and one-quarter miles, and he was able to make two round trips a day, including the time for loading and unloading. So many of the grain and rice farmers of California use their tractors for hauling work that the manufacturers now put out a tread for their machines which does not injure the highways, and when so equipped, tractors are permitted to ply back and forth over the public roads. The detachable lugs on the wheels of wheel-type machines enable the owner of this kind of tractor to go almost anywhere.

In the work of repairing the public highways tractors are coming more and more into general use, many counties owning one or more tractors which are used exclusively on road work. These machines, equipped with rollers, graders, scrapers and other road-repair tools, go from one end of the county to the other doing repair jobs, and the entire outfit can be easily transported and operated by the tractor motor.

Tractors are even being used by the raisin growers of the Fresno district, for C. B. Driver of Dinuba, Cal., uses his tractor to haul raisins from the drying fields to the packing plant. An ordinary load of raisin trays pulled by this machine will weigh fifteen tons. When not used for hauling, the tractor is used to plow the vineyards and cultivate the ground until the vines spread too much for that purpose.

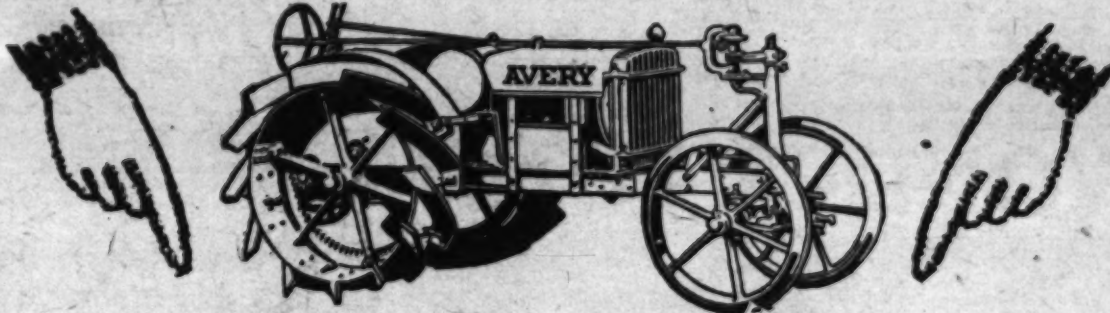
At the Sacramento Demonstration

May 6, 7, 8, 9, 10, 11, Inclusive

150,000 People Will Be Shown Why

AVERY TRACTORS

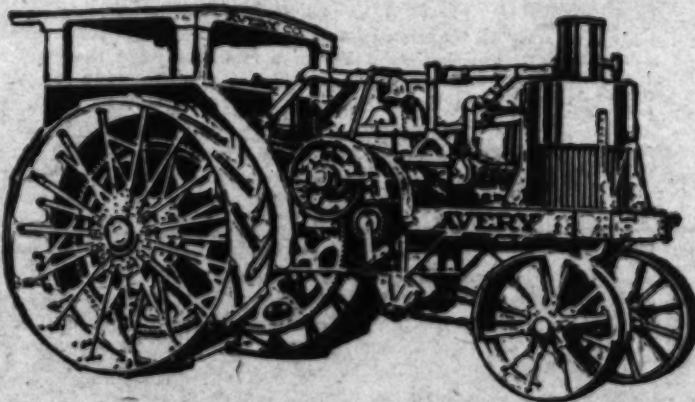
are the most popular in California for all Farm Requirements—Either Traction or Belt Work.



AVERY 5-10 H.P. SPECIAL ORCHARD TRACTOR.

Fourteen Different Tractors, Two of Each of the Seven Sizes, will be in Operation, Doing Traction and Belt Work

Then See
the
AVERY
Motor
Cultivator
You'll Like
It—Then
Buy It!



AVERY 40-80 H.P. HEAVY DUTY FARM TRACTOR.

See the
Yellow
Fellow
Thresher

They Thresh
Anything and
get all
the grain.

If You Can't Go to Sacramento, Come In and See Them on Our Floor

AVERY COMPANY

SAN FRANCISCO
67-69 Beale Street

OF THE PACIFIC COAST

237 S. Los Angeles St.
LOS ANGELES

REVEREND CAUSE OF JUNE DROP.
SAYS ORANGE THIRPS

Where animals are used on farms as
ditch cleaners usually the ditches are don-
goaded simply because sheep always are sal-
able at good prices. Few are killed on the
farms. About twenty are killed on the

COMMITTEE NAMED TO PICK SITE
FOR LOS ANGELES TRACTOR SHOW.

Burn and Gravel Section

Sunday, May 4, 1919.

THE TRACTOR IN DRY FARMING.

BY H. A. CRAFTS.

The farm tractor presents to the thoughtful mind many strong characteristics. And to thoroughly appreciate these characteristics it is necessary to do some broad solid thinking.

Take the relation of the farm tractor to climatic conditions, for instance. It seems to meet all of them, and to perform its duties in a most satisfactory manner.

Its applicability to dry farming is ideal; because dry farming implies the handling of the soil from a technical standpoint, and also the conservation of moisture, whether the main dependence for moisture be upon irrigation or natural rainfall, or both.

And here we may observe the especial adaptability of the farm tractor to California farming, because California farming

is essentially dry farming. While it is true that certain parts of the State have a large annual rainfall, it is nevertheless a fact that these sections at the same time are subject to rainless summers.

Therefore, the conservation of this more ample rainfall is just as essential to successful farming, as the lesser rainfall of other sections.

In this matter of moisture conservation the farm tractor presents many interesting phases.

Consider the seasonal phases: Our fall rains are by no means uniform in arrival. For my own part I have seen these arrivals vary from the middle of August to the middle of November.

Now we all know that under horse power conditions it becomes necessary to wait until sufficient rainfalls to moisten up the soil before fall plowing is commenced.

Not so with the farm tractor. This powerful machine is capable of negotiating the

soil, no matter how hard-baked it may be after the hot, dry summer.

Just as soon as your crop is off you may start your fall plowing. If the fall rains come early, so much the better. The more plowing you do the greater the plowed area to receive and hold subsequent downpour, and to hold it in reserve for the nourishment of the crop that is to follow.

In case the fall rains come late it makes no difference with your plowing. With the farm tractor you are enabled to tackle the soil at any time and under any condition.

If the rains are late, you may possibly have finished your plowing ere they have arrived. So much the better. This plowed ground will not only have the benefit of all atmospheric effects, but will be in shape to receive all of the rainfall over all of its area.

Again the farm tractor permits the farmer to employ supplementary machinery in bringing his newly plowed land both into a condition for better seeding and for the more complete conservation of moisture.

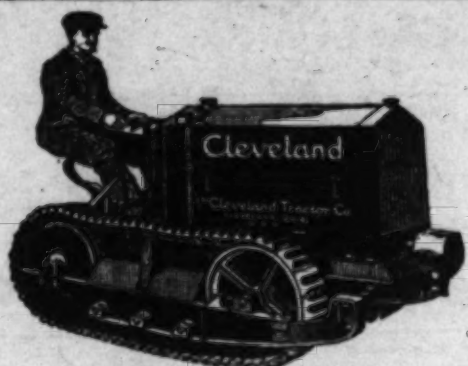
Behind his gang of deep-reaching plows he may hitch such machines as clod-crushers, disc or spike-tooth harrows, rollers, etc.

These all have the effect of opening up and softening the newly turned furrow; and the greater number of particles into which it is broken the greater amount of

LOS ANGELES MAN TO GROW COTTON.

TUCSON (Ariz.)—B. F. Perkins of Los Angeles, represented by Joseph R. Loftus of Phoenix, has acquired a large tract of land west of Tucson, as well as valuable water rights, and is understood to be planning a large colony scheme, especially for the growing of cotton. The Perkins-Loftus interests have purchased, at foreclosure sale, the property of the Three Rivers Land and Water Company, a corporation organized several years ago by H. A. Smith, a Los Angeles promoter, widely known as "Guayule" Smith, through his efforts to establish the existence of rubber in commercial quantity in the Mexican guayule plant. Smith has been mining lately, near Wickenburg, but now is in the Texas oil fields. The tract is below the junction of the Santa Cruz, Rillito and Canada del Oro water flows and is of several thousand acres.

About a month ago, Mr. Perkins purchased from the State, at a local auction, about twenty sections of land in the same vicinity, paying \$6 an acre for the greater part, though \$20 an acre had to be paid for one section, needed for water development and also wanted by local interests including Albert Steinfeld and Edwin R. Post.



Cleveland Tractor

NOTICE

Owing to the extraordinary demands made upon us for CLEVELAND TRACTORS for immediate deliveries, we are strongly suggesting that Cleveland Tractor orders be placed with dealers at once where delivery is desired before July first next.

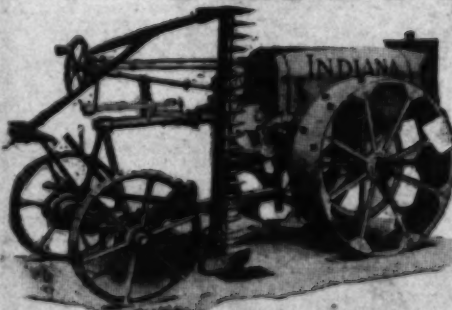
Thirty-two--32--dealers in Southern California alone; write for name and location of yours.

SMITH BROTHERS

DISTRIBUTORS

1616 South Figueroa Street, Los Angeles, California.

INDIANA TRACTOR



THE ALL 'ROUND SINGLE UNIT ONE MAN TRACTOR

It makes no difference whether your farm is large or small, you can use an Indiana with profit. The Indiana will pay you better, cost you less to run and call for fewer repairs than any tractor yet designed.

The Indiana Tractor does everything you want done in field operating. It supplants the horse almost entirely.

Ask yourself whether it is good business to pay several hundred dollars more for a high powered tractor when the Indiana tractor will carry out nineteen of the twenty-one operations requiring horses, to your entire satisfaction.

ANOTHER FEATURE of the Indiana Tractor which makes it especially valuable to the average farmer is its adaptability to the implements already in use on his farm. New implements do not have to be bought in most cases.

Ease of operation is one of the Indiana's most desirable features. Its lightness and simplicity of construction account for this. It can be backed as easily as moved forward and will turn in a very small space.

TRACTORS NOW HERE AND BEING DEMONSTRATED

IMMEDIATE DELIVERIES

SEND FOR OUR COMPLETE INSTRUCTIVE FOLDER

Indiana Tractor Company of California

DISTRIBUTORS

528-530 S. Los Angeles St., Los Angeles, Cal.
EXCLUSIVE TERRITORIES TO RESPONSIBLE AGENTS.



Another new machine on tractor row.

This is the Wheat, just arrived from Buffalo, N. Y. The Hession Sales Company has the agency.

moisture it will be capable of receiving and retaining.

This same theory works out just as well in the application of irrigation water as it does in the fall of rain water.

So the farm tractor not only enables the farmer to do more and better cultivation, but it is the direct means of saving a vast amount of needed moisture, which would otherwise run off and be of little benefit.

ANOTHER TRACTOR MAKES APPEARANCE.

Frank L. Sullivan, a resident of California for twenty years, has returned from a stay of three months at Buffalo, N. Y., where he spent many hours a day in the Wheat tractor factory. He is now manager of the Hession Sales Company, 235 South Los Angeles street, distributors for the Wheat tractor in California, Nevada and Arizona. A carload of the tractors are now to be seen at distributing headquarters.

The Wheat tractor is not constructed especially for wheat culture. It is a general purpose machine with ample power, its manufacturers declare, to pull three four-teen-inch plows in almost any soil. A special feature of the Wheat is its extra-ordinary cleat drive wheels, designed to give ample traction under any farm conditions. The farmer can haul his crop to market with the Wheat by changing in a few minutes to rubber tired wheels of special design.

CITY CENTER MEETS.

The Los Angeles City Center of the County Farm Bureau was addressed recently by Farm Adviser Hodgson on the subject, "Scientific Control of Soil Moisture." "Irrigation is of paramount importance to Southern California," said Mr. Hodgson, "and therefore methods for conserving irrigation water naturally interest our growers. Moreover the wasteful use of water is fraught with serious possibilities in a land so situated as ours, where the soil-forming rocks are naturally alkaline and the soils relatively high in salt content. We must, therefore, ultimately come to a sane and economical use of our natural resources if we intend to remain an agricultural region." About forty members and growers attended the meeting, which was held in the auditorium room in the Chamber of Commerce.

DRIED FRUIT OUTLOOK.

DINUBA.—Prospect for a year of prosperity for the dried fruit and raisin producers is bright, according to H. E. Wood of New York, a leading factor in the eastern trade, who is here for a tour of the producing centers of the San Joaquin Valley. According to Mr. Wood the trade has been brisk, with the result that the small surplus which remained on the market at the cessation of hostilities in Europe has been cleaned out. With the resumption of shipping on something approaching a normal basis the exports have increased in volume, and now are limited only by the available tonnage. Holland and the Scandinavian countries, practically denuded of the American dried fruits during the war, are especially good customers. Dried fruit importations are not as yet permitted to either France or the United Kingdom, but there is good reason to believe, according to Mr. Wood, that these restrictions will be relaxed in the near future.

The raisin outlook, in the opinion of practically all eastern buyers, is particularly bright, there being a strong advance demand for Thompsons, Sultanas and Muscats, with the prospect that this year at least, Europe will not be a contender in the market. The output from Valencia, it is stated, is not to be reckoned with seriously.

SEE COMMUNITY KITCHEN.

CORONA.—As one of the unique and useful pieces of work accomplished in Riverside county, the 150 delegates on the recent Farm Bureau conference trip were shown through the Corona community kitchen. This kitchen was instituted to assist women who were unable to can their fruits and vegetables at home so that they could do the work or have it done at a central point under expert supervision. The women also made it a point to handle culls not accepted by the canneries and rendered a real service in this way. When the influenza epidemic broke out the kitchen was immediately turned into a diet kitchen and did an excellent piece of emergency work. The Home Demonstration Agent, Mrs. M. H. Woodworth, has co-operated closely with the women of Corona in this undertaking. The conference delegates were much impressed with the idea and promised to take the plan back to their own counties.

The motor truck is a medium for the carriage of farm products is now assuming a permanent place in the general scheme of transportation.

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of it. To buy one which is not powerful enough to do the heaviest work which will be required to obtain one with ample power to do it. In purchasing a tractor, care should be

**TRACTOR MUST BE
OF RIGHT SIZE**

You can also use a cheaper grade of dynamite on this dry work, as it does not need to be sensitive.

ON THE square-mile tract at Arden Acres, near Sacramento, Cal., where the California Tractor and Implement Association is to stage a tractor demonstration, May 5 to 10, is already gathered one of the largest aggregations of farm power machines, implements and accessories ever seen in the State. It is believed that the show will attract almost as many persons as the giant meet of the Southern California Traction Engine and Implement Dealers' Association demonstration in Los Angeles last September.

Huge tents have been erected to house the various exhibits, and exhibitors are clamoring for more space. Advancement in California tillage methods is reflected in the large list of entries, many of which are from Southern California.

At the last meeting of the Traction Engine and Implement Dealers' Association of

Southern California, the following members signified their intention of entering exhibits at the Sacramento demonstration and attending the banquet on the opening day: Samson Sales Company, Hart-Parr Company, F. T. Briles, Dixon & Griswold, Killefer Manufacturing Company, Knapp Tractor Company, Homer Laughlin Engineers' Corporation, Avery Company, Smith Brothers, International Harvester Company, Holt Manufacturing Company, B. P. Hayman Company, Union Tool Company, A. F. George Company. Still others than these will have exhibits of tractors and tools in the Northern demonstration.

Showing the great interest in tractors throughout California, seven new tractor firms have been established in Sacramento within the last month. Four new concerns have established distributing offices in Los Angeles during that time.

IT WAS with concern that Americans a few years ago woke up to the fact that the sons of the farmers were leaving the farm, taking along with them to the city the best of the country in strength of character and keenness of mind. So widespread was this movement, that it was looked upon as a positive menace to the country by all close students of affairs who recognized the relationship between national prosperity and rural economy. For, realizing that the farms were the basis of all industry, that with its development followed that of transportation, manufacture and commerce, they knew that all the farmers' sons who were fitted by nature and disposition by all means possible should be kept on the farm.

How was it to be done? Why was the boy leaving the farm in the first place? To answer this last question first, the boy was leaving either because he wanted more education and could not get it in the country, or because he could see only the hardships and privations in farm life and hoped to find better surroundings and conditions in the city. In either case, he was following natural instincts to better himself.

Although the situation has not yet been thoroughly mended, the crisis has passed, and an increasing number of farmers' sons are taking an active interest in the business of farming and refusing to exchange the certainty of independence for city life. Various important changes in farm training and practices have served to turn the tide.

The agricultural college has helped to serve the farm in solving its boy problem. It has taught the country that agriculture is a science and its practice a profession of equal dignity with law and medicine. It has

shown that agriculture is not an occupation to be followed by the ignorant, but by men trained scientifically, if the best results are to accrue.

The farmer himself deserves more credit than the agricultural school for teaching his boy to stay home and not run away to the city. The farmer in the last ten years has made so much improvement in the farm that the whole world has talked about it, and now nerve-wrecked people from the city when they want rest, comfort and enjoyment go to the country, many of them to stay.

"Back to the farm" has been a strong argument to "Stay on the farm."

The farmer has learned to take farming up out of the realms of hand and foot work and put it on a brain and machine basis. The farmer now uses his brains to lay out his work, and highly efficient machines to do the work. Farming is much more of a manufacturing business than it used to be.

The modern tractor adds to the satisfaction of farming by making its owner master of his various operations rather than worried by them. The tractor is a power plant that can be used for practically all stationary or field work. It puts under the control of one individual as much power as is managed by several men when horses are used as the power source. The farm tractor and the various machines which it operates make the life of the farmer and his boys full of interest, because it not only multiplies the results they may see from their work, but it also represents the greatest modern improvement in farming operations.

The farm tractor, as much as any other agency, is helping to keep the boy on the farm.

BY FRANK BUTLER.

Dynamite can be used to good advantage in ditching on the farm, especially in blasting drainage ditches through swampy, mucky land where teams or heavy machinery would bog down and the soil sticks to a shovel so that it can hardly be removed. The most suitable method for this work is what is known as propagated blasting. The detonation or explosion is propagated or transmitted from one load to another along the length of ditch being blasted.

There are three important requisites that must be kept in mind if this method is to be successfully followed:

First—The soil must be wet, not simply moist, and be mucky, that is, having plenty of cohesion. I have tried it in wet ground of a sandy nature and, while the powder exploded, it would not blow the dirt out, but shoot or cut through, owing to the lack of tenacity in the soil.

Second—You must use a straight nitroglycerin dynamite of not less than 40 percent strength, as other dynamites are not sensitive enough and will not propagate or detonate from the concussion of the explosion of the next load to it.

Third—The saturated soil must not be too cold as the straight nitroglycerin dynamites commence to get insensitive at a temperature less than 50 deg.

In making holes and loading, the holes can generally be made with a punch bar, a rod or piece of pipe pointed, with a "T" handle or possibly a small driverbar. A light sledge may be needed in some very firm soils. The punch or drive bar should be at least an inch in diameter, as these dynamites come in seven-eighths diameters. To make a ditch of say five feet on top and three feet deep, sloping to a V at the bottom, the holes should be thirty inches deep, each

loaded with one cartridge of 60 per cent dynamite, without detonating caps in them. The center hole of the string should be loaded with two cartridges of 60 per cent, with a cap and fuse in the top one, or primer. The holes should not be spaced over eighteen inches apart as a starter (though you may find you can lengthen the spacing a little in some soils. If you have followed directions closely and conditions are right, when you light and fire the center load, the explosion or detonation will be transmitted along the line from one load to another and explode them all and so quickly, that on a string 300 or 400 feet long, all of the dirt appears to be in the air at the same time. The only shoveling or cleaning out you will have to do will be on a few chunks that happen to blow straight up and consequently fall back into the ditch. One ditch nearly a mile long has been blown through an alkali swamp and the workmen did not have to do three hours' shoveling, as told. In blowing out a very long string of holes, it is well to put two cartridges to the ounce at fifty-foot intervals in order to reinforce or boost up the propagation or transmission. As the ground must be wet and water will stand in the holes above the dynamite, you should smear axle grease or some other comparatively hard grease around the joint where the cap and fuse in your "primer" load come together in order to make sure that no water seeps into the cap to wet the fulminate and cause a misfire.

The ground may be loosened up with dynamite in hard dry soil, but it does not pay to try and load heavy enough to throw all of the dirt clear out. The dirt can be easily shoveled or scraped out afterward. Better results can be obtained by using electric detonators, which come with small double wires already in them and an electric blasting machine. Do not use a battery, as some people call it, but a small dynamo made for that purpose and operated with a toothed rack-bar, on which you shove down forcibly when you wish to fire your load.

VENTURA.—On the advice of County Horticultural Commissioner Eugene Kellogg some walnut growers of Ventura county are preparing to irrigate their groves on account of the low moisture content of the soil due to lack of sufficient late rains. Mr. Kellogg states that the result will show more on next year's crops than on the 1919 harvest.

BEAUMONT.—Apple growers of the Yucaipa, Oak Glen, Banning and Beaumont districts met here at the call of Farm Adviser R. N. Wilson, the main topics being the codlin moth and blight. Excellent reports were made of the condition of the

After ten years of experimentation with the Oriental Mung Bean, which was last year imported from Southern China in large quantities, the Department of Agriculture has despaired of producing a Mung bean that will compare favorably with the common varieties grown in this country. Even as a green manure crop the Mung does not come up to the velvet bean, or cow pea.

Palatability is of great importance in successful feeding. The best results cannot be obtained with any feed which is not well relished by the cow; consequently any unpalatable feed to be used should be mixed with those that are appetizing.

J. R. GARDINER
Fullerton, Orange County, California.

SAFFORD (Ariz.)—Fourteen canal systems were represented at a meeting of the

WAR DECLARED
ON GRAPE PESTS.

DISTILLATE TO CUT
COSTS OF FARMING.

Some progress has been made by Bureau of Entomology experts who have been sent

Downey—The last meeting of the field meeting held

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TRACTOR LUBRICATION.

BY H. A. CRAFTS.

From a farm tractor expert I gather the following important points on the subject of lubrication:

"Proper lubrication is very important, because upon this factor depends the life and efficiency of the tractor.

"Lubricating oils and greases of the prop

er grade must be selected for the different requirements. The highest efficiency can not be obtained unless great care is taken in selecting the proper lubricants.

"The first duty of the tractor operator is to keep his supply of lubricating oil and greases scrupulously clean. The least trace of dirt in a bearing causes cutting and undue wear.

"The operator should be careful of the containers into which he pours the oil. The crank case inspection plates should also be

wiped off before removing to put in a fresh supply of oil.

"A few moments spent daily in keeping the lubricating oils and greases clean will pay big dividends."

SUDAN GRASS POPULAR.

The planting of Sudan grass will be more extensive this year than before, it is believed. Many farmers who are in live stock raising and who have not sufficient tracks of alfalfa will plant this valuable forage

annual, which is related to the sorghum and produces two or three cuttings per year, making from three to eight tons of good hay per year. Seeding in May and early June gives good results. When broadcast or drilled, about twenty pounds of seed is sown per acre. The first cutting is made in about eighty days. The plant is quite drought resistant.

The soil in your back yard is now ripe for the spade and the hoe.

Oil and Sweat do not Mix



CROSS THE STREAM FROM HORSES TO TRACTORS IN ONE STRIDE

"A drop of sweat to grow a grain of wheat!"—that was true when perspiring men and lathered horses toiled in sun-beaten fields.

But modern machinery has helped to lift the dreary burden of horse and man drudgery. Today a drop of oil raises a hundred stalks of wheat!

But make the change from horses to a tractor in one step—not in two! You will soon be dissatisfied with the limitations of a cheap machine. Is it any better to sweat over a tractor than behind a horse?

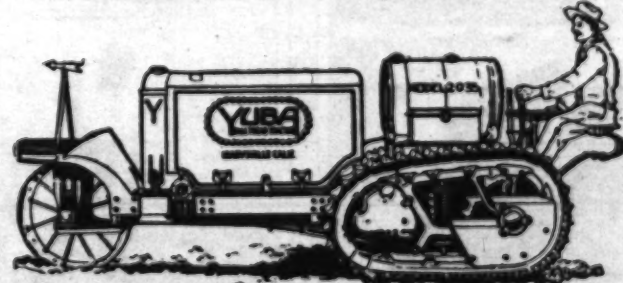
The "Ball Tread" has in seven years developed from an experiment to a triumph! Discriminating farmers now buy the YUBA because it relieves them from the worry of field breakdowns—because it makes them independent of soil or weather conditions—because, though not inexpensive, it is a lasting investment.

The YUBA is as free from wear and trouble as human ingenuity can today devise.

Cross the stream from horses to tractors in one stride—not in two! Get the best machine.

Let oil raise your crops—oil and distillate!

Ready for Immediate Delivery



There are three sizes of YUBA Ball Tread Tractors:

12-20 // 20-35 // 40-70

Write us for the catalogue of the size you need; tell us how many acres you farm, and the kind of soil.

Yuba Manufacturing Company

Marysville California

Yuba Dealer: A. F. GEORGE COMPANY

200 North Los Angeles St., Los Angeles, Cal.

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TRACTOR MUST BE OF RIGHT SIZE.

In purchasing a tractor, care should be used to obtain one with ample power to do the heaviest work which will be required of it. To buy one which is not powerful enough, and to exchange it for a larger one, entails an expense which would be unnecessary.

It is often the case that the belt power required of a tractor on certain farms is

greater than the pulling power. On many farms where there are silos and ensilage cutters, more power is required than in plowing in good seasons. In such cases the tractor should have ample belt power. On the other hand, some farmers in the Southwest seldom use the belt power, and in such event ample power for plowing and cultivation should be sought.

When the tractor is purchased merely as an auxiliary power, horses being used for general farm work, the two-ply type will generally suffice. But if it is desired to use the tractor for custom work on neighboring farms after supplying the wants of the own-

er's place, a larger machine should be purchased. As a general rule, it is better to err on the side of too much power than too little.

TRACTORS GO NORTH.

WASHINGTON.—The caterpillar tractor will start soon for its "farthest north" adventure. Secretary Redfield announced the other day that four tractors would be shipped to the Pribiloff Islands for use over the sands, where an automobile cannot go. In hauling fossil bones to the coast to be shipped to the United States, to be made

into fertilizer. A deposit of bones one and a half miles long and one-half mile wide has been discovered and a grinder installed to prepare the bones for market. Recently opened bids from Seattle firms indicate that the bones will bring not less than \$14 a ton. An informal bid from San Francisco offering an even higher figure is being investigated before the award is made. There are no freight charges, as the government boats carrying supplies to the islands bring back the bones as ballast.

Make a planting diagram before you begin your spring vegetable seeding.



Every Moline-Universal Tractor Must Give Satisfactory Service

When you buy a Moline-Universal Tractor the transaction does not end there. In addition you buy Moline Service—which is service that satisfies. This means that with intelligent operation you will be able to keep your tractor working to full capacity during its entire life.

Moline Service means exactly what it says—and we have perfected an organization which enables us to furnish Moline Service that satisfies. We can do this because:

1. Twenty-three Moline factory branches in all parts of the United States carry stocks of repairs and complete machines—in charge of an expert service department.
2. Factory branch territories are sub-divided into service territories each in charge of a resident Moline Service Supervisor—whose sole duty is to see that Moline Service is properly and promptly furnished in his territory.
3. Every Moline Tractor Dealer is required to carry Moline-Universal Tractor repairs in stock and have a competent service department to provide prompt and efficient service.
4. Tractor schools of short duration in charge of expert instructors are being held in co-operation with Moline Tractor Dealers, to instruct farmers in the care and operation of Moline-Universal Tractors. These schools will continue to be held as long as there is a demand for them.
5. With every Moline-Universal Tractor we furnish a complete instruction book, giving full information on care and operation of the tractor.
6. Moline-Universal Tractors are simple in construction, have the best materials and workmanship money can buy, and all working parts are quickly accessible.

Therefore we are prepared to back Moline Service to the limit and you are sure of getting constant and satisfactory work from your Moline-Universal Tractor.

If any Moline-Universal Tractor is not giving its owner satisfactory service we want to know about it *immediately*.

The Moline Plow Company leads the Tractor industry—first, in developing and perfecting the original two-wheel, one-man tractor which does *all farm work including cultivating*, and again in announcing a service plan which makes a "booster" of every Moline Tractor owner.

Join the throng of "Moline Boosters." You will be able to do twice the farm work at half the expense. See your Moline Dealer now or write us for full information.

Moline Plow Company, Moline, Illinois

Factory Branches At:

Atlanta	St. Louis	Stockton	Denver	Minot	Indianapolis
New Orleans	Poughkeepsie	Spokane	Kansas City	Sioux Falls	Columbus, Ohio
Dallas	Baltimore	Portland	Omaha	Des Moines	Jackson, Mich.
Oklahoma City	Los Angeles	Salt Lake City	Minneapolis	Bloomington, Ill.	

Service That Satisfies

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The Gardeners of Los Angeles Are Hard at It.



Long, straight rows aid in cultivation, irrigation and harvesting. Here is a patch of corn, potatoes and peas being grown by an enterprising gardener on leased lots on South Main street.



Onions raised from seed grow to large size with a little care.



The seed bed is the beginning of many city gardens. These backyard vegetable growers are taking up sweet potato plants from the seed bed for transplanting.



Endive, for best results, should be tied up when about half grown. This will preserve the crispness of the heart while the plant is finishing its growth.



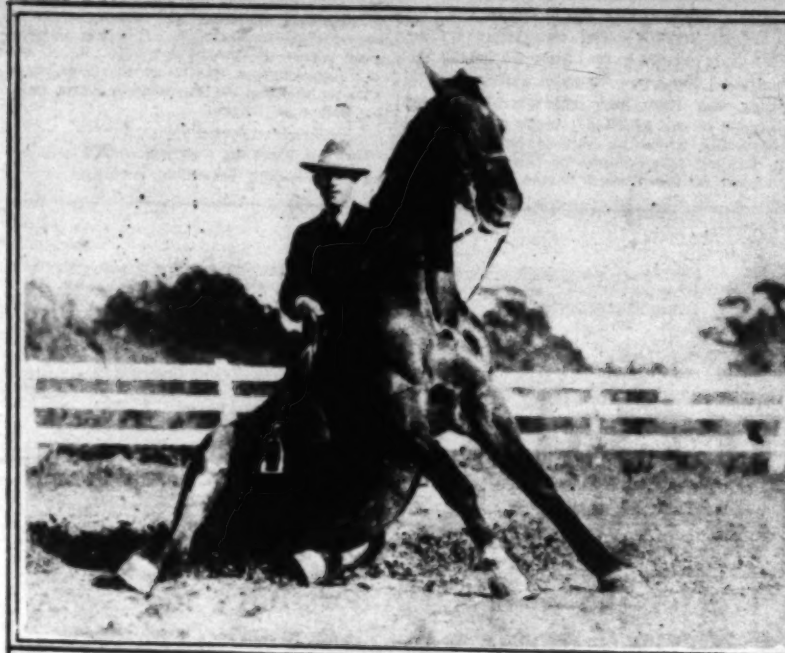
Transplanted garden plants get a better start when shaded from the sun for a few days.



These boys care for their co-operative garden after school hours.

Last Week's Great Horse Show at Santa Barbara.

(The event, the first of its kind to be held since the war, inaugurated a series of annual shows designed to revive interest in horsemanship as a means to wholesome outdoor recreation and encourage the breeding of high-class animals on the Pacific Coast.)



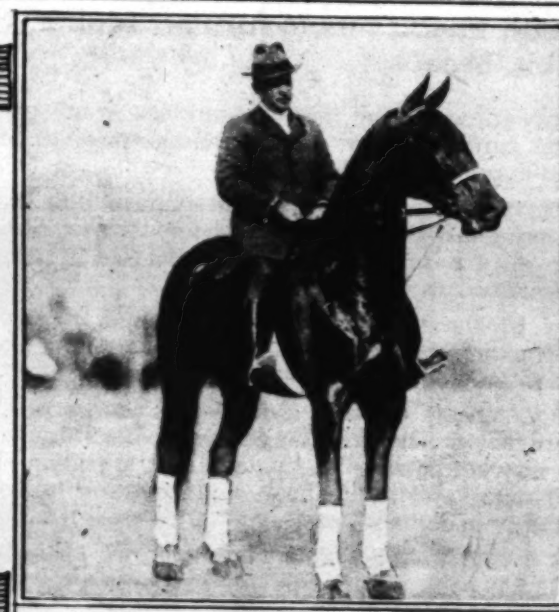
"Starlight," one of the well-trained horses of the show.



Miss Elizabeth Hammond and her champion jumper, "Ginger."



Alfred Erskine Brush, chairman Santa Barbara Horse Show Committee.



"Uhlen," unbeaten trotting champion of the world, owned by C. K. G. Billings of Montecito. This magnificent animal, valued by its owner at \$100,000, was one of the attractions of the show.



Miss Esther Hammond and her polo pony, "Ghost."



Mrs. Wayne Chatfield Taylor of Montecito, one of the fair equestriennes of the show.



Even the ponies were represented. Here is Margaret Rock and her entry.